Meeting Notice

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

Alameda County Transportation Commission

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

1111 Broadway, Suite 800 Oakland, CA 94607

Mission Statement

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

Public Comments

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

Recording of Public Meetings

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

Reminder

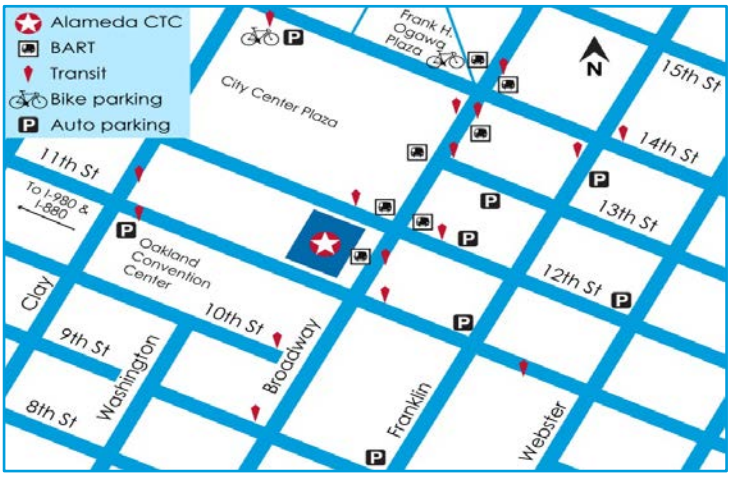
Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

Glossary of Acronyms

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

Location Map

Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607



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

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

Accessibility

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




Meeting Schedule

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

Paperless Policy

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

Commission Meeting Agenda
Thursday, February 23, 2017, 2 p.m.

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

Chair: Councilmember Rebecca Kaplan, City of Oakland

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

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

1. **Pledge of Allegiance**
2. **Roll Call**
3. **Public Comment**
4. **Chair and Vice Chair Report**
5. **Executive Director Report**
6. **Approval of Consent Calendar**

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

		Page	A/I*
6.1.	Approve the January 26, 2017 Commission Meeting Minutes	1	A
6.2.	Status update on the operation of I-580 Express Lane	7	I
6.3.	Receive the FY2016-17 Second Quarter Report of Claims Acted Upon Under the Government Claims Act	17	I
6.4.	Approve the Alameda CTC FY2016-17 Second Quarter Investment Report	19	A
6.5.	Approve the Alameda CTC FY2016-17 Second Quarter Financial Report	35	A
6.6.	Approve the Fiscal Year 2017-18 Media and Public Relation Services Contract Plan	51	A
6.7.	Reaffirm Alameda County Transportation Commission Administrative Code language requiring the annual election of the Chair and Vice-Chair.	65	A
6.8.	Update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.	69	I
6.9.	Approve and authorize the Executive Director to execute administrative amendment to the project agreement for the Guaranteed Ride Home (GRH) Project in support of Alameda CTC's Transportation Demand Management (TDM) work for a time-only extension	71	A
6.10.	Update on federal, state, and local legislative activities and approve legislative positions.	75	A

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

Next meeting: March 23, 2017

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

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

1. **Pledge of Allegiance**

2. **Roll Call**
   A roll call was conducted. All members were present with the exception of Commissioner Chan, Commissioner Miley, and Commissioner Marchand.

   Subsequent to the roll call
   Commissioner Carson and Commissioner Miley arrived during Item 5. Commissioner Marchand arrived during Item 8.1.

3. **Public Comment**
   There were no public comments.

4. **Election of Chair and Vice Chair**
   4.1. Election of Commission Chair and Vice Chair: Approve the election of the Commission Chair and Vice Chair.
   Commissioner Haggerty made a motion to appoint Commissioner Kaplan as the Chair of the Commission and Commissioner Valle as the Vice Chair. Commissioner Dutra-Vernaci seconded the motion. The motion passed with the following vote:

Yes:	*Kaplan, Valle, Ortiz, Haggerty, Saltzman, Spencer, Maass, Worthington, Haubert, Bauters, Mei, Halliday, Frietas, Kalb, Wieler, Thorne, Cutter, Dutra-Vernaci*
No:	*None*
Abstain:	*None*
Absent:	*Miley, Carson, Marchand*

   Commissioner Haggerty then suggested that the an item be placed on the Finance and Administration Committee meeting agenda to consider limiting the terms of the Chair and Vice-Chair to one year to allow for more Chair opportunities. Chair Kaplan directed staff to place an item on the FAC agenda for discussion.

5. **Chair and Vice Chair Report**
   Chair Kaplan and Vice-Chair Valle both thanked the Commission for the nomination and election of their positions.

6. Executive Director Report

Art stated that the Executive Directors Report can be found on the website as well as in the Commissioners folder. He congratulated the newly appointed Chair and Vice-Chair and also welcomed Commissioner Mei and Commissioner Bauters to the Commission. Art then provided an update on the agency's 2016 achievements and provided insight on potential funding at the regional, state and federal level. He concluded by stating that the agency had two papers accepted by the National Transportation Research Board and stated that Saravana Suthanthira and Daniel Wu were present to receive the ackowledgment on behalf of the agency.

7. Consent Calendar

7.1. Approve the December 1, 2016 Commission Meeting Minutes.

7.2. Approve the November 18, 2016 Commission Retreat Minutes.

7.3. Update on the operation of I-580 Express Lane.

7.4. Approve the Fiscal Year 2017-18 Professional Services Contracts Plan.

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

7.6. Approve Safe Routes to Schools Program Principles, Goals and Framework.

7.7. Approve programming of up to $200,000 in Measure B Transit Center Development funds to the Sustainable Communities Technical Assistance Program (SCTAP); Authorize release of a Request for Proposals (RFP) for professional services for the Countywide Bicycle and Pedestrian Plan Update through the SCTAP; and Authorize the Executive Director or a designee to enter into and execute all related agreements for the Countywide Bicycle and Pedestrian Plan Update.

7.8. Approve and authorize the Executive Director to execute Amendment No. 4 to Professional Services Agreement No. A11-0039 with Kimley-Horn and Associates, Inc. for additional amount of $200,000 for a total not-to-exceed amount of $2,896,870 to provide system manager services through completion of the I-80 ICM Project.

7.9. Approve Administrative Amendment to Professional Services Agreement No. A13-0020 in support of the Alameda CTC's Capital Projects and Program delivery commitments.

7.10. Update on various state and federal freight planning and funding activities.

7.11. Update from the Port of Oakland on the Port Emissions Inventory.

7.12. Update from Metropolitan Transportation Commission regarding goods movement in the draft Plan Bay Area 2040 preferred scenario.

7.13. Update on the next steps of the Alameda County Goods Movement Plan.

7.14. Approve the Community Advisory Committee Appointments.

Commissioner Valle asked if Item 7.11 on the Consent Calendar was presented to a standing committee and asked for a detailed report. Tess Lengyel Port of Oakland emission inventory report was discussed at the Goods Movement Planning Committee Meeting and she stated that staff could provide the Commission with the full emissions report from the Port of Oakland if requested.

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

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

8. Community Advisory Committee Reports

8.1. Bicycle and Pedestrian Advisory Committee (BPAC)

Matthew Turner, Chair of the BPAC, stated that the committee met on December 14, 2016. The committee welcomed two new member and received an update on the East Bay Greenway project and the Central County Complete streets project. He concluded by stating that the next meeting is scheduled for February 9, 2017.

8.2. Independent Watchdog Committee (IWC)

There was no one present from IWC.

8.3. Paratransit Advisory and Planning Committee (PAPCO)

There was no one present from PAPCO.

9. Planning, Policy and Legislation

9.1. Update on state, regional, local, and federal legislative activities and approve legislative positions.

Tess Lengyel presented an update on state, regional, local and federal legislative activities. On the federal side, Tess reviewed executive orders issued by the President and high priority transportation projects that were identified by the President's administration. She stated that there is a list of approximately fifty projects and staff is working with MTC to submit projects in Alameda County that will be transmitted to the state. Tess mentioned that the trillion dollar infrastructure package discussed as a part of the new administrations campaign effort was not included in it's 100 day

window and also noted that Elaine Chow was slated to be appointed at the DOT secretary on January 31, 2016.

Tess then stated that the Planning, Policy and Legislation Committee (PPLC) recommended to the full Commission a support and seek amendment position to increase transit funding in AB 1 (Frazier) and SB 1 (Beall) and a support position on AB 28 (Frazier) and SB 2 (Atkins).

Commissioner Cutter wanted more information on the tax proposed in SB 2. Tess stated that the bill aims to apply the fee on real estate transactions but not for real estate purchases.

Commissioner Bauters noted that a need for a funding stream on a housing bill is very important as there is a nexus between housing and transportation.

Commissioner Halliday requested more information on provisions in all the bills specifically as it pertains to provisions regarding the Office of Transportation Inspector General. Tess stated that this provision has been in previous bills and it's intended to ensure that projects across the state are delivered effectively.

Chair Kaplan suggested that we send a letter of introduction on behalf of the agency once the DOT secretary of Transportation is formally appointed. Commissioner Mei echoed the sentiments of the Chair.

Commissioner Kalb moved to approve the recommended positions. Commissioner Bauters seconded the motion. The motion passed with the following vote:

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

9.2. Approve Regional Measure 3 draft candidate project list for advocacy.
Tess Lengyel recommended that the Commission approve the draft candidate project list for Regional Measure 3 (RM3). Tess recapped Alameda CTC's funding need to fulfill Measure BB, provided an overview of RM3, discussed Alameda CTC's positioning for maximum gain and reviewed the draft candidate project list. Tess noted that RM3 will ultimately be done as part of a state process.

Commissioner Kaplan asked if ferries will increase frequency at current terminals. Tess stated yes.

Commissioner Ortiz wanted to know if funding for operation of AC Transit was included in RM3. Tess stated that it is.

Commissioner Saltzman stated that the recommended list was too robust and BART will be making different recommendations for the list. Art stated that MTC has yet to develop the guidelines for RM3 development and the decisions will ultimately be done at the state level. He noted that the list covers several diverse multi-modal projects.

Commissioner Bauters asked if there was a column in the list that shows how each project is funded outside of RM3 funds. Art stated that if the list if approved, staff could bring back additional info regarding how each project is funded and how RM3 fits into the funding for each project.

Commissioner Marchand requested to amend the recommendation to check the freight box for the Bart to Livermore extension.

Commission Kaplan requested to amend the recommendation to include increasing ferry usage at existing terminals.

Commissioner Halliday moved to approve the item as amended. Commissioner Worthington seconded the motion. Commissioner Saltzman opposed the motion. The motion passed with the following vote:

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

10. Finance and Administration Committee Action Items

10.1. The Commission went into Closed Session Pursuant to Government Code Section 54957: Public Employment – Alameda CTC General Legal Counsel (Contract)
Commissioner Kaplan stated that there was no action taken in closed session.

10.2. Approve authorization for the Executive Director to issue a Request for Proposals (RFP), and negotiate and execute a professional services contract with the top-ranked firm for the General Counsel Services contract
Chair Kaplan recommended that the Commission approve and authorize the Executive Director to issue a RFP and negotiate and execute a professional services contract which will brought back to the Commission to review.

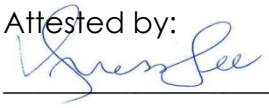
Commissioner Haggerty moved to approve this item. Commissioner Kaplan seconded the motion. The motion passed with the following vote:

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

11. Adjournment

The next meeting is: February 23, 2017 @ 2:00 p.m
Location: Alameda CTC Offices, 1111 Broadway, Suite 800, Oakland, CA 94607

Attested by:



DATE:	February 16, 2017
SUBJECT:	I-580 Express Lanes (PN 1373.002): Monthly Operation Update
RECOMMENDATION:	Receive a status update on the operation of I-580 Express Lane

Summary

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

The December 2016 operations report indicates that the new express lane facility continues to provide travel time savings and travel reliability throughout the day. Express lane users experienced average speeds of 5 to 23 mph greater than the average speeds in the general purpose lanes, along with lesser average lane densities than the general purpose lanes, in the most congested segments of the corridor.

Background

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

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

December 2016 Operation Update: Nearly 640,000 express lane trips were recorded during operational hours in December. Table 1 presents the breakdown of trips based on toll classification and direction of travel. Pursuant to the Commission-adopted "Ordinance for Administration of Tolls and Enforcement of Toll Violations for the I-580 Express Lanes," if a vehicle uses the express lanes without a FasTrak toll tag then the vehicle is either assessed a toll by means of an existing FasTrak account or issuing a notice of toll evasion violation to the registered vehicle owner based on the license plate read by the Electronic Tolling System. Of those motorists without a toll tag, approximately 12% of total trips were matched to existing FasTrak accounts by means of license plate information. The percentage of trips resulting in violation notices is thus less than 13%.

Table 1. Express Lane Trips by Type and Direction for December 2016

Trip Classification		Percent of Trips
By Type	HOV-eligible with FasTrak flex tag	34%
	SOV with FasTrak standard or flex tag	41%
	No Tag or Invalid Tag	25%
By Direction	Westbound	44%
	Eastbound	56%

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

Table 2 summarizes the average speed differentials and LOS at four locations in each of the westbound and eastbound directions during respective commute hours for December.

Attachment B presents the speed and density heat maps for the I-580 corridor during revenue hours for the six-month period from July – December 2016. These heat maps are a graphical representation of the overall condition of the corridor, showing the average speeds and densities along the express lane corridor and throughout the day for both the express and general purpose lanes. From July through December, the average speeds in the westbound express lane ranged from 50 to 70 mph during the morning commute hours (5 am to 11 am) with lower speeds occurring between Isabel Avenue and Santa Rita Road; average speeds throughout the rest of the day exceeded 70 mph. The express lane operated at LOS B or better at all times, with LOS B occurring only for a short period of time in the middle of the corridor (Isabel Avenue to Santa Rita Road). By comparison, the general purpose lanes experienced speeds as low as 35 mph and LOS D for much

longer periods of time, throughout a greater portion of the corridor. During the evening commute, the westbound lanes experience a small period reverse-commute congestion between San Ramon Road and Hacienda Road from 5 pm to 6 pm, though the express lane continued to operate at LOS B or better during this time.

Table 2. Speed Differentials and Level of Service for December 2016

Direction	I-580 in the Vicinity of	Speed Differential Range (mph)	Average Speed Differential (mph)	Average Express Lane LOS	Average General Purpose Lane LOS
Westbound Morning Commute: 5 am – 11 am	North First Street	5 - 8	7	A	C
	North Livermore Ave	4 - 6	5	A	C
	Fallon Road	5 - 9	6	B	C
	Santa Rita Road	9 - 12	11	B	C
Eastbound Evening Commute: 2 pm – 7 pm	Hacienda Road	18 - 28	23	C	E
	Airway Blvd	9 – 13	11	B	C
	North First Street	4 – 8	6	B	C
	Vasco Road	8 - 20	13	B	C

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

Table 3 presents the maximum posted toll rates to travel the entire corridor in each direction, along with the average toll assessed to non-HOV users, for December 2016.

Table 3. Toll Rate Data for December 2016

Direction	Maximum Posted Toll (Travel Entire Corridor)	Average Assessed Toll (All Trips)
Westbound	$7.25	$1.45
Eastbound	$6.25	$1.82

Through December 2016, the I-580 Express Lanes have recorded over 6.8 million total trips. Total gross revenues received include over $7.4 million in gross toll revenues and nearly $913,000 in violation penalties.

Public outreach and education activities continue throughout the I-580 corridor commute shed. These efforts are planned through the end of Fiscal Year 2016/17 in order to increase awareness of the express lanes, promote the benefits of the lanes, emphasize proper use of the facility, and encourage the public to obtain FasTrak® and FasTrak® flex toll tags. Current activities include outreach via social media and advertising on Waze.

Fiscal Impact: There is no fiscal impact.

Attachments

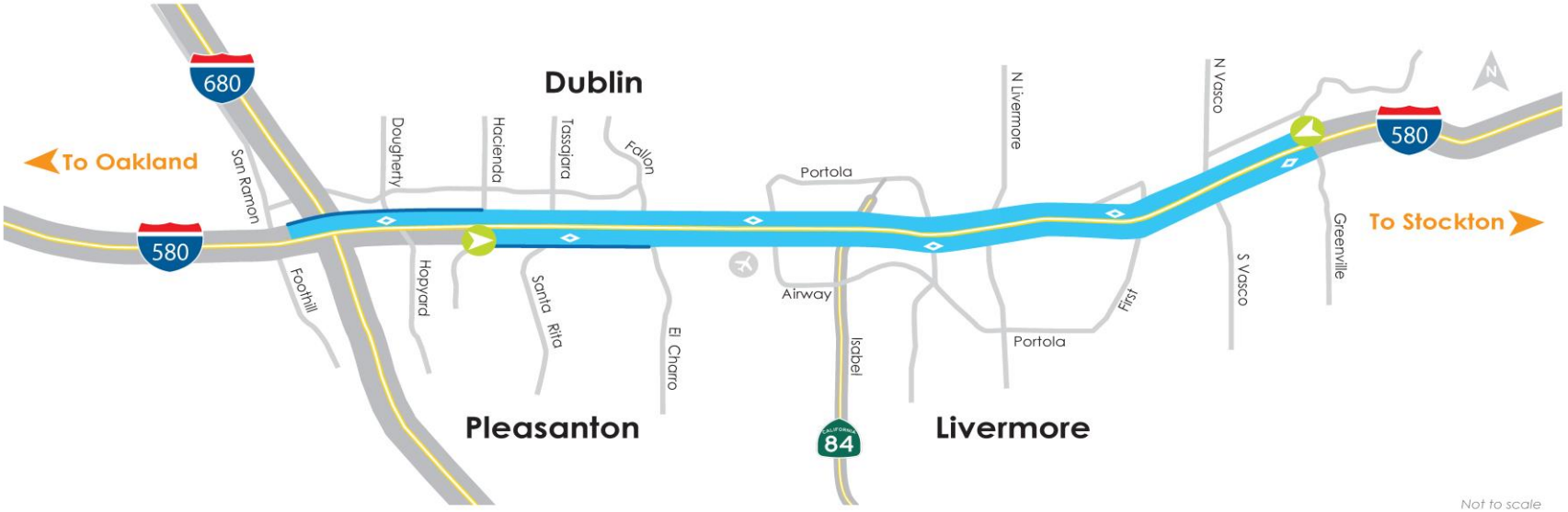
A. I-580 Corridor Express Lane Location Map
B. I-580 Corridor Heat Maps July – December 2016

Staff Contact

Liz Rutman, Express Lanes Operation and Maintenance Manager

I-580 Express Lanes Project Location Map

6.2A



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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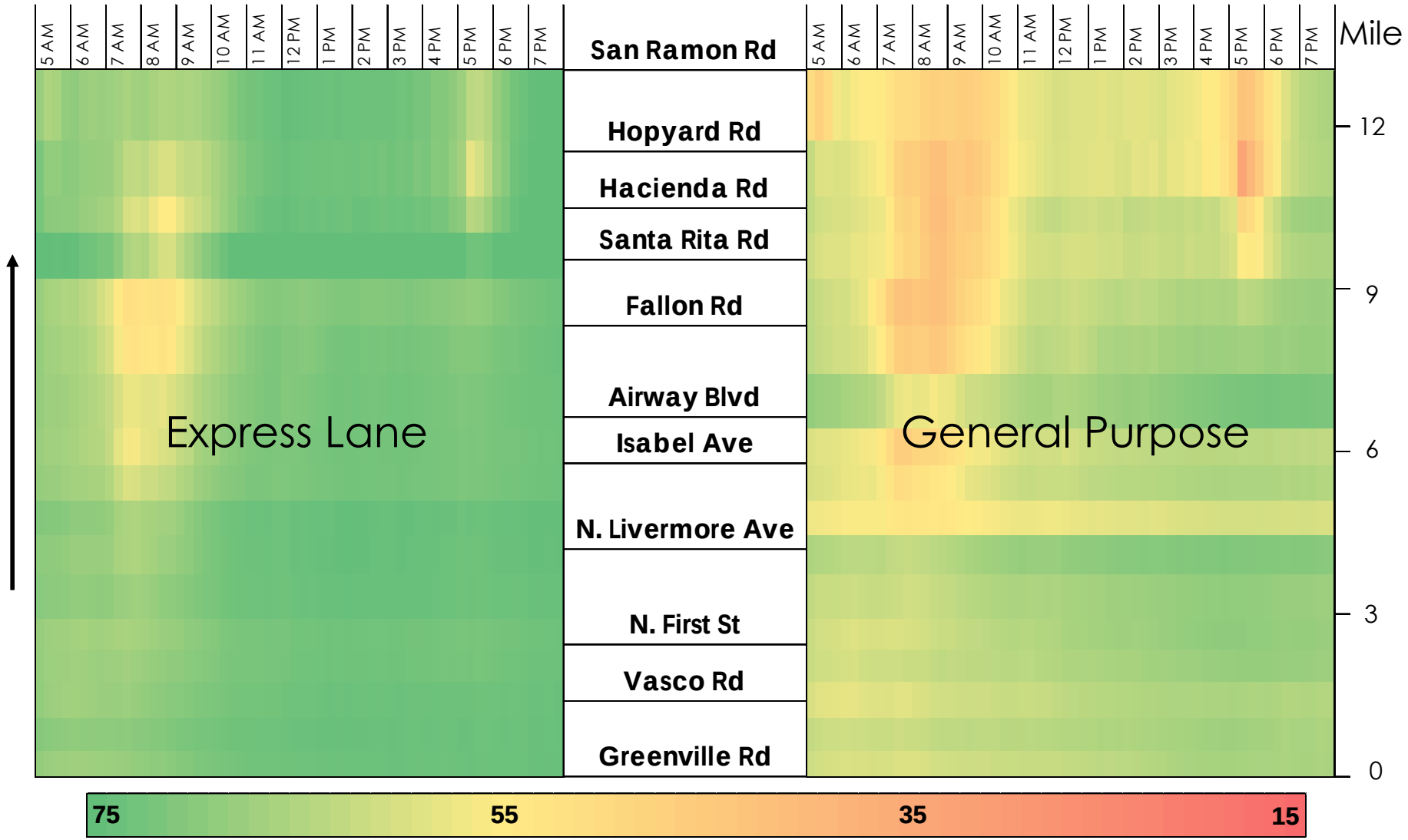
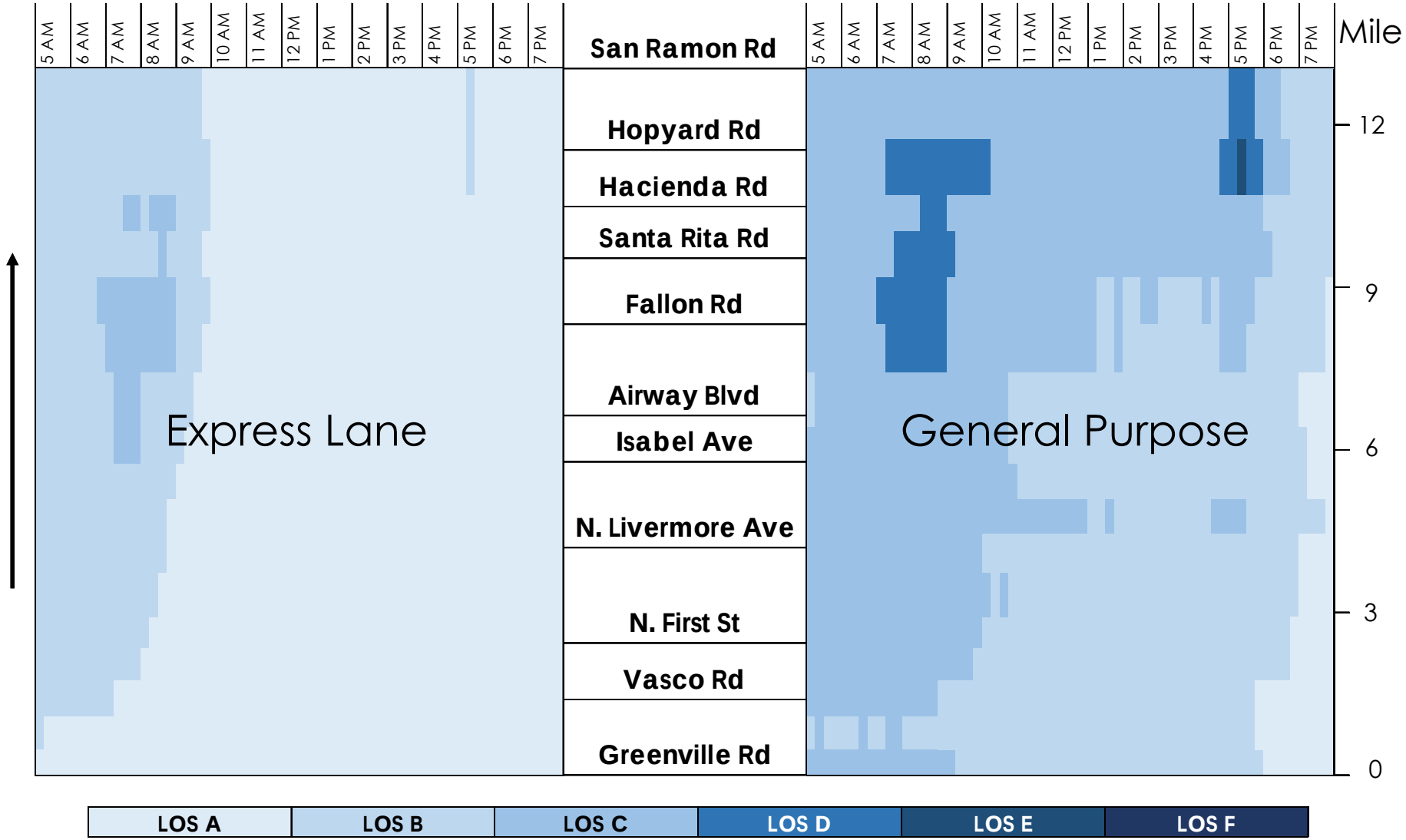
Westbound I-580 Corridor Speed Heat Maps

Monday-Friday, July 2016 – December 2016



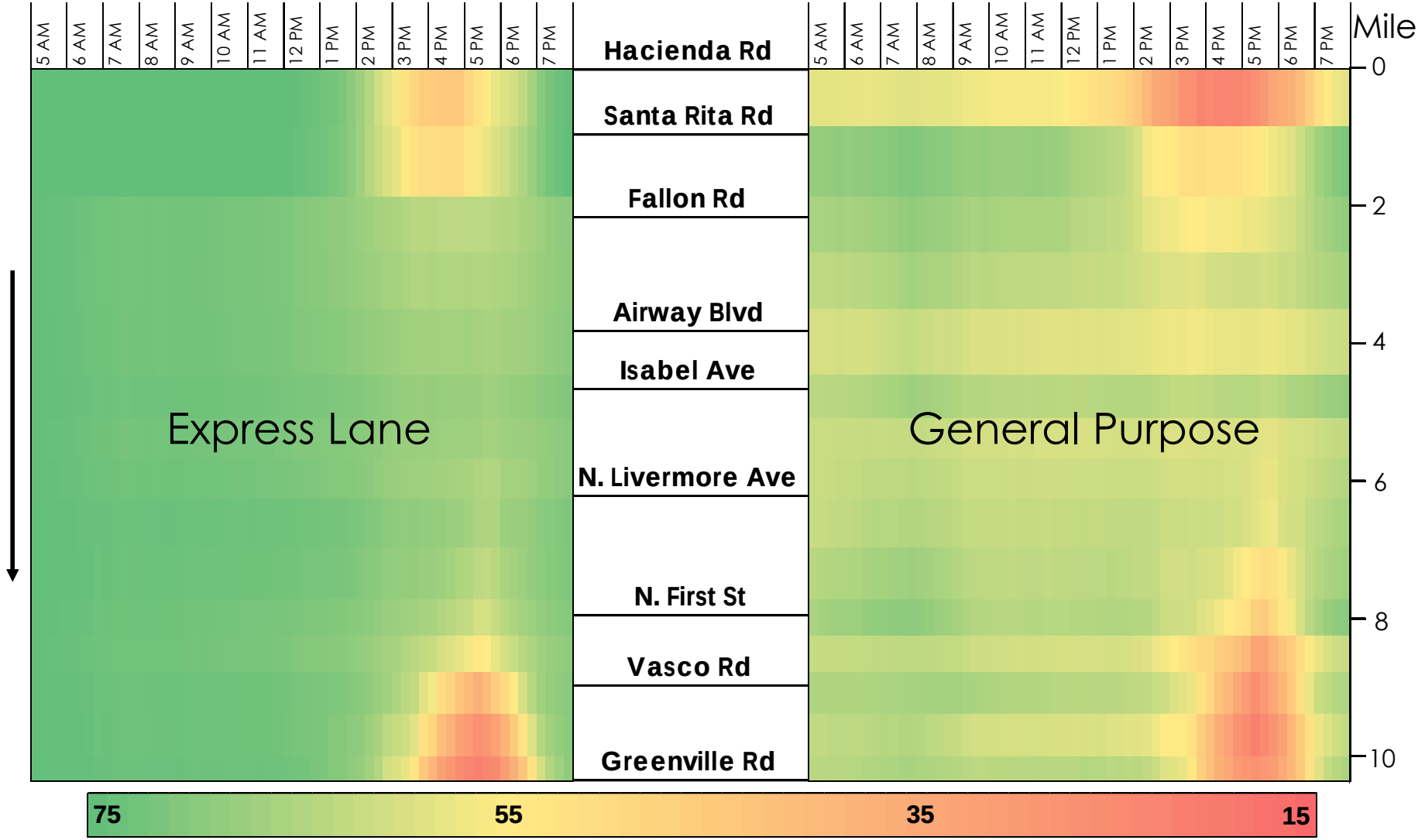
Westbound I-580 Corridor Density Heat Maps

Monday-Friday, July 2016 – December 2016



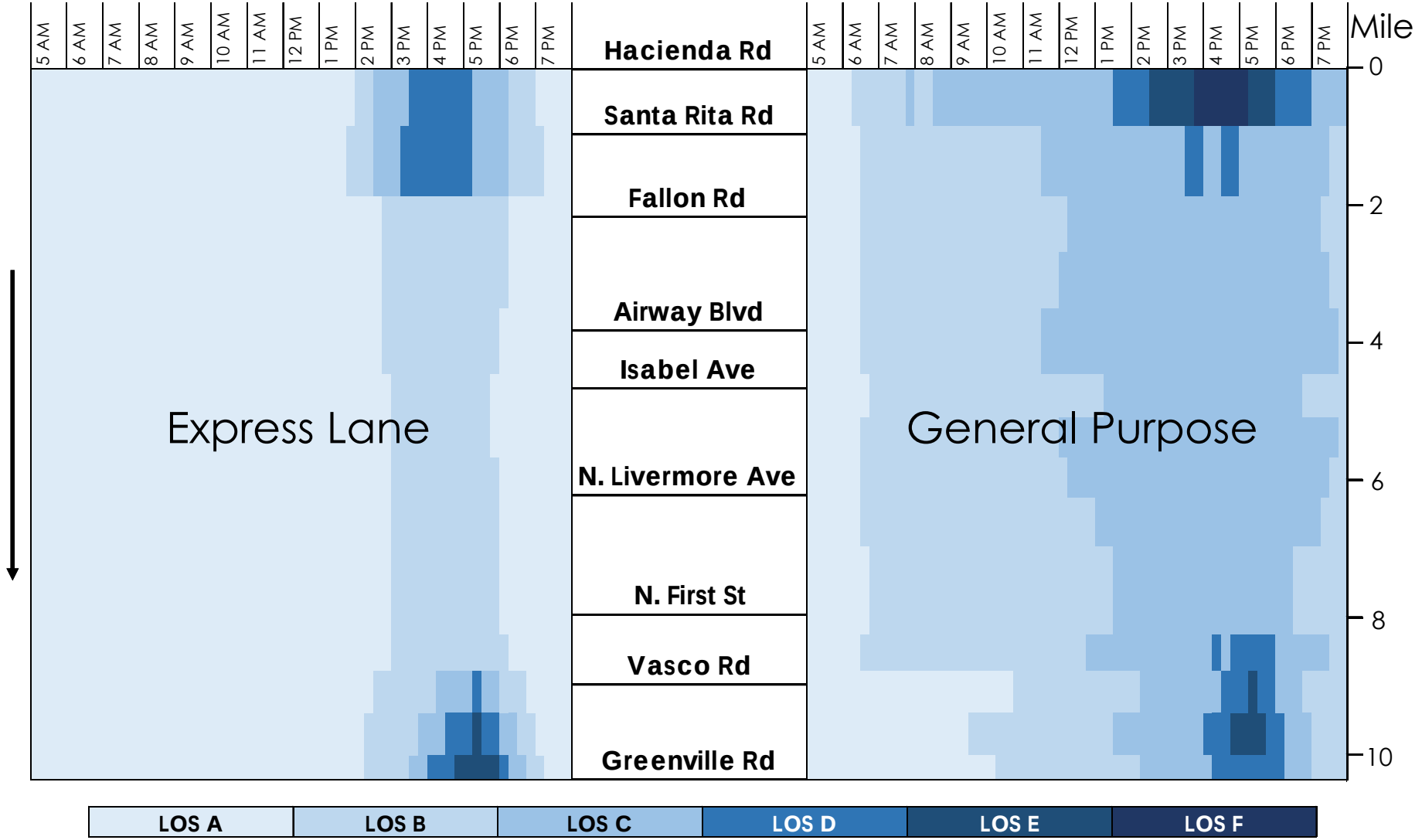
Eastbound I-580 Corridor Speed Heat Maps

Monday-Friday, July 2016 – December 2016



Eastbound I-580 Corridor Density Heat Maps

Monday-Friday, July 2016 – December 2016



DATE:	February 16, 2017
SUBJECT:	FY2016-17 Second Quarter Report of Claims Acted Upon Under the Government Claims Act
RECOMMENDATION:	Receive the FY2016-17 Second Quarter Report of Claims Acted Upon Under the Government Claims Act

Summary

There were no actions taken by staff under the Government Claims Act during the second quarter of FY2016-17.

Background

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 were no actions taken by staff under the Government Claims Act during the second quarter of FY2016-17.

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.

Staff Contact

Patricia Reavey, Deputy Executive Director of Finance and Administration

DATE:	February 16, 2017
SUBJECT:	Alameda CTC FY2016-17 Second Quarter Investment Report
RECOMMENDATION:	Approve the Alameda CTC FY2016-17 Second Quarter Investment Report.

Summary

The Quarterly Consolidated Investment Report (Attachment A) provides balance and average return on investment information for all cash and investments held by the Alameda CTC as of December 31, 2016. The report also shows balances as of June 30, 2016 for comparison purposes. The *Portfolio Review for Quarter Ending December 31, 2016* (Attachment B), prepared by GenSpring, provides a review and outlook of current market conditions, an investment strategy to maximize return without compromising safety and liquidity, and an overview of the strategy used to develop the bond proceeds portfolio. Alameda CTC has sufficient cash flow to meet expenditure requirements over the next six months.

Activity

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

- As of December 31, 2016, total cash and investments held by the Alameda CTC was $462.8 million, an increase of $44.1 million or 10.5% over June 30, 2016.
- The 1986 Measure B investment balance decreased by $1.3 million or 1.0% from the prior year-end balance due to capital projects expenditures. The 2000 Measure B investment balance increased $15.9 million or 10.3% due to an accumulation of sales tax revenues primarily in the debt service fund which has been set aside to pay the principal payment due on the outstanding bonds in March 2017. The 2014 Measure BB investment balance increased $27.5 million or 41.8% mostly due to a collaborative initiation process with member agencies to put required agreements in place which would authorize invoicing for expenditures incurred on Measure BB projects. The ACCMA investment balance increased $2.0 million or 3.4% primarily due to the reimbursement of grant funds which slightly outpaced expenditures in the first quarter as CMA projects wind down.

Investment yields have increased slightly with the approximate average return on investments for the second quarter at 0.63% compared to the prior year's average return of 0.46%. Return on investments were projected for the FY2016-17 budget year at varying rates ranging from 0.2% - 0.7% depending on investment type.

Fiscal Impact: There is no fiscal impact.

Attachments

A. Consolidated Investment Report as of December 31, 2016
B. Portfolio Review for Quarter Ending December 31, 2016 (provided by GenSpring)
C. Fixed Income Portfolio as of December 31, 2016

Staff Contact

Patricia Reavey, Deputy Executive Director of Finance and Administration

Lily Balinton, Director of Finance

Yoana Navarro, Accounting Manager

Alameda CTC
Consolidated Investment Report
As of December 31, 2016

1986 Measure B	Un-Audited	Interest Earned				FY 2015-2016	
		As of December 31, 2016				Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2016	FY 2015-2016
Bank Accounts	$ 1,698,478	$ 1,732	0.20%			$ 2,924,961	8,766
State Treasurer Pool (LAIF) (1)	11,339,634	36,740	0.65%			11,806,194	62,150
Investment Advisor (1) (2)	114,707,446	454,670	0.79%			114,339,737	699,222
Loan to ACCMA	10,000,000	-	-			10,000,000	-
1986 Measure B Total	$ 137,745,558	$ 493,142	0.72%	$ 105,000	$ 388,142	$ 139,070,893	$ 770,137
						Approx. ROI	*0.55%*

2000 Measure B	Un-Audited	Interest Earned				FY 2015-2016	
		As of December 31, 2016				Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2016	FY 2015-2016
Bank Accounts	$ 4,931,710	$ 2,893	0.12%			$ 6,165,527	$ 15,678
State Treasurer Pool (LAIF) (1)	30,341,606	82,403	0.54%			29,931,996	114,809
Investment Advisor (1) (2)	105,083,750	361,731	0.69%			96,727,857	511,093
2014 Series A Bond Project Fund (1)	1,155	2,158	0.07%			5,778,998	29,488
2014 Series A Bond Interest Fund (1)	6,347,973	32,820	1.03%			9,158,139	86,048
2014 Series A Bond Principal Fund (1)	17,320,595	17,542	0.20%			-	-
Project Deferred Revenue (1) (3)	7,437,227	24,246	0.65%			7,753,151	34,739
2000 Measure B Total	$ 171,464,015	$ 523,793	0.61%	$ 220,000	$ 303,793	$ 155,515,667	$ 791,855
						Approx. ROI	*0.51%*

2014 Measure BB	Un-Audited	Interest Earned				FY 2015-2016	
		As of December 31, 2016				Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2016	FY 2015-2016
Bank Accounts	$ 2,362,892	$ 4,432	0.38%			$ 12,751,139	$ 33,307
State Treasurer Pool (LAIF) (1)	60,996,593	$ 190,602	0.62%			53,043,649	100,165
Investment Advisor (1) (2)	29,950,309	$ 35,526	0.24%			-	-
2014 Measure BB Total	$ 93,309,795	$ 230,561	0.49%	$ 110,000	$ 120,561	$ 65,794,788	$ 133,472
						Approx. ROI	*0.20%*

ACCMA	Un-Audited	Interest Earned				FY 2015-2016	
		As of December 31, 2016				Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2016	FY 2015-2016
Bank Accounts	$ 8,406,266	$ 8,346	0.20%			$ 20,552,837	$ 34,696
State Treasurer Pool (LAIF) (1)	52,464,155	158,108	0.60%			33,601,132	119,890
Project Deferred Revenue (1) (4)	9,413,882	32,796	0.70%			14,124,614	65,492
Loan from ACTA	(10,000,000)	-	-			(10,000,000)	-
ACCMA Total	$ 60,284,302	$ 199,250	0.66%	$ 52,500	$ 146,750	$ 58,278,584	$ 220,078
						Approx. ROI	*0.38%*
Alameda CTC TOTAL	$ 462,803,669	$ 1,446,746	0.63%	$ 487,500	$ 959,246	$ 418,659,932	$ 1,915,542

Notes:

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

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

Fixed Income Market Review and Outlook

The Federal Reserve's quarter-point interest rate move in December bolstered the US dollar and touched off more adjustments, particularly for currencies. The US Dollar Index ebbed a little at year-end, but not before registering its highest level since 2002.

The yield on the 10-year US Treasury ended 2016 at 2.44%, just off of its highest level for the year of nearly 2.60%, which was reached in mid-December.

Most bond sectors managed small gains during December, but it was not enough to rescue fourth quarter returns. Moreover, much of the gains achieved earlier in 2016 were wiped out. Nonetheless, US core bonds posted modest gains for 2016, their third straight annual gain.

Portfolio Allocation

As of the end of the quarter, the consolidated Alameda CTC portfolio including a new portfolio established for Measure BB funds consisted of 38.8% US Government Agency securities, 36.6% US Treasury securities, 23.4% High Grade Corporate Bonds and 1.2% of cash and cash equivalents.

Compliance with Investment Policy Statement

For the quarter ending December 31, 2016 the Alameda CTC portfolio continues to have two compliance items of note which are expected to remain through maturity of the bonds in the first quarter of FY2017-18;

(1) Anheuser Busch bonds were purchased for both the 1986 Measure B and the 2000 Measure B investment portfolios in May of 2015. The invested amounts are $3,000,000 in each account. The security has a maturity date of 7/15/17. The credit ratings at the time of purchase were A2/A by Moody's and S&P, respectively. In part due to a proposed merger, the security's credit rating was downgraded to A3 by Moody's and A- by S&P. Based on the credit outlook and strong fundamentals, we recommend that Alameda CTC continue to hold the security, and the Alameda CTC investment officer agreed.

(2) On September 9, 2016 $1,000,000 of JP Morgan bonds were purchased in the 2000 Measure B investment portfolio. The bond has a maturity of 8/15/2017 with credit ratings of A3/A- by Moody's and S&P, respectively. The trade was made in error as the credit ratings for Moody and S&P are a half notch below the minimum ratings of A2/A allowed in the investment policy. The underlying credit is considered stable and expected to maintain its current rating until maturity. The stable outlook is based on the bank's suitable capitalization and stable retail and commercial banking platforms which offset its more volatile investment banking operations. With a competitive yield of 1.39% and less than a year to maturity, we recommend that Alameda CTC hold the security to maturity, and the Alameda CTC investment officer agreed that at this juncture that is the best decision for Alameda CTC.

Both credits will be carefully monitored by GenSpring on a monthly basis.

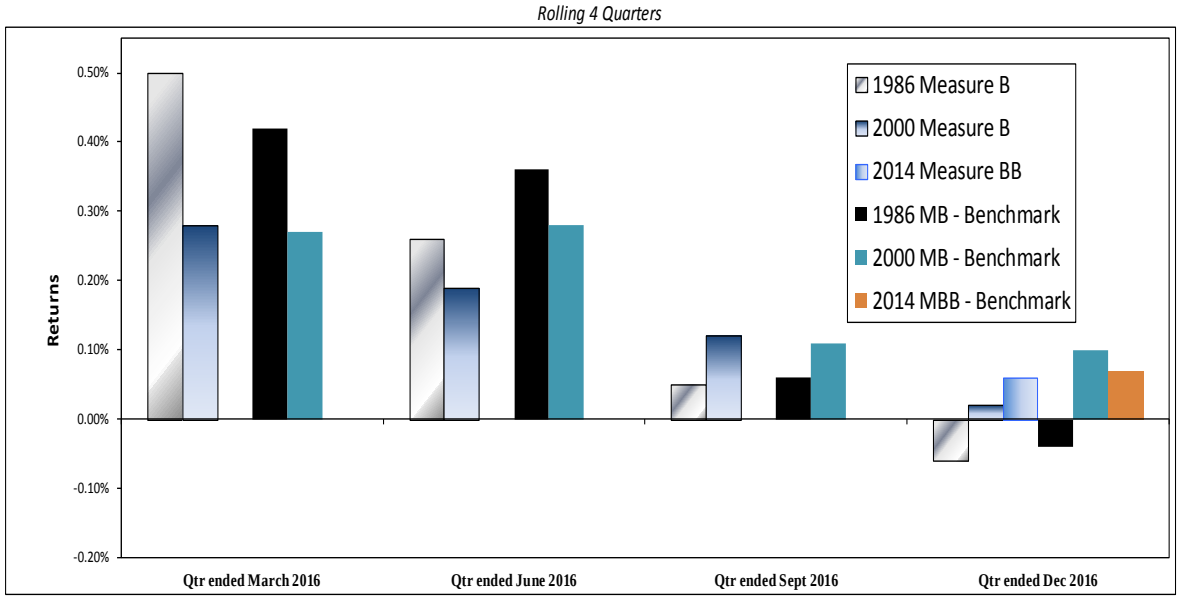
Budget Impact

The portfolio's performance is reported on a total economic return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses) but does not include the deduction of management fees. For the quarter ending December 31, 2016, the 1986 Measure B portfolio returned -**0.06%**. This compares to the benchmark return of -**0.04%**. For the quarter ending December 31, 2016, the 2000 Measure B portfolio returned **0.02%.** This compares to the benchmark return of **0.10%**. For the quarter ending December 31, 2016, the 2014 Measure BB portfolio returned **0.06%.** This compares to the benchmark return of **0.07%**. This return represents investments purchased in mid-October 2016, not a full quarter. 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 December 31, 2016, the 1986 Measure B portfolio's yield to maturity or call was **1.01%.** The benchmark's yield to maturity was **0.84%**. For the quarter ending December 31, 2016, the 2000 Measure B portfolio's yield to maturity or call was **0.87%.** The benchmark's yield to maturity was **0.70%**. For the quarter ending December 31, 2016, the 2014 Measure BB portfolio's yield to maturity or call was **0.72%.** The benchmark's yield to maturity was **0.59%**.

Alameda CTC

Quarterly Review - Account vs. Benchmark



Trailing 12 Months	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Trailing 12 Months
MONTHLY PERFORMANCE DATA													
1986 Measure B	0.26%	0.08%	0.16%	0.03%	-0.01%	0.24%	0.02%	-0.02%	0.05%	0.03%	-0.15%	0.06%	0.75%
2000 Measure B	0.12%	0.06%	0.10%	0.05%	0.00%	0.14%	0.04%	0.03%	0.05%	0.04%	-0.08%	0.06%	0.61%
2014 Measure BB											0.00%	0.06%	0.06%
Benchmark - 1986 MB[1]	0.28%	0.01%	0.13%	0.09%	-0.05%	0.32%	0.01%	-0.05%	0.10%	0.01%	-0.10%	0.05%	0.80%
Benchmark - 2000 MB[2]	0.17%	-0.01%	0.11%	0.10%	-0.02%	0.20%	0.03%	-0.01%	0.09%	0.04%	0.01%	0.05%	0.76%
Benchmark - 2014 MBB[3]											0.02%	0.05%	0.07%

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 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 currently a customized benchmark comprised of 50% ML 6mo. Tsy index and 50% ML 1 year Tsy index.

[3] (2014 Measure BB) Benchmark is the ML 6mo. Tsy index

Bond Proceeds Portfolios

On March 4, 2014, in conjunction with the issuance of the Alameda County Transportation Commission Sales Tax Revenue Bonds, Series 2014, (the Series 2014 Bonds), Alameda CTC established both an ***Interest Fund*** and ***Project Fund*** at Union Bank of California, the Series 2014 Bond trustee. These portfolios were initially funded with $108,944,688 in the Project Fund and $20,335,856 in the Interest Fund, which was an amount net of the initial drawdown for bond related project costs incurred prior to closing.

As of December 31, 2016, nearly all of the funds had been distributed from the Project Fund in the amount of $109,105,985.46 which includes interest earnings on the bond funds, and $14,205,863.75 had been distributed from the Interest Fund. The quarter end values of the

Project and Interest Funds, including unrealized gains and losses, were $1,154.85 and $6,388,664.59 respectively.

The portfolios were invested by buying allowable high grade fixed income securities. As of December 31, 2016 the average life of the cash flows for the Interest Fund was roughly **0.46** years while the average life of the cash flows of the Project Fund was anticipated to be approximately 1 week.

One way to measure the anticipated return of the portfolios is their *yield to maturity*. This is the return the portfolio will earn in the future if all securities are held to maturity. This calculation is based on the current market value of the portfolio. As of the end of the quarter the Interest Fund portfolio's yield to maturity was **0.74%** and the Project Fund portfolio's yield to maturity was **0.46%** (the current money market fund yield)**.** By comparison, an investment in a U.S. Treasury note of comparable average maturity at the end of the month would yield **0.59%** and **0.42%** respectively.

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

FIXED INCOME PORTFOLIO

Alameda County Transportation Commission
ACTA 1986 Measure B
Account # N001
December 31, 2016

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
CASH													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				11,601.66		11,601.66		11,601.66	0.01		0.0
	pendingcash	PENDING SETTLEMENT				361.80		361.80		361.80	0.00		0.0
						11,963.46		11,963.46		11,963.46	0.01		0.0
CORPORATE BONDS													
1,000,000.0000	25468pcs3	DISNEY WALT CO MTNS BE 1.125% Due 02-15-17	A2	A	100.63	1,006,290.00	100.01	1,000,110.00	4,250.00	1,004,360.00	0.87	1.01	0.1
1,000,000.0000	17275rak8	CISCO SYS INC 3.150% Due 03-14-17	A1	AA-	103.34	1,033,370.00	100.44	1,004,422.00	9,362.50	1,013,784.50	0.88	0.94	0.2
1,000,000.0000	94974bfd7	WELLS FARGO CO MTN BE 2.100% Due 05-08-17	A2	A	101.77	1,017,700.00	100.28	1,002,830.00	3,091.67	1,005,921.67	0.88	1.28	0.4
1,000,000.0000	037833bb5	APPLE INC 0.900% Due 05-12-17	AA1	AA+	100.10	1,001,000.00	99.98	999,842.00	1,200.00	1,001,042.00	0.87	0.94	0.4
1,500,000.0000	084664bs9	BERKSHIRE HATHAWAY FIN CORP 1.600% Due 05-15-17	AA2	AA	101.35	1,520,175.00	100.19	1,502,805.00	3,066.67	1,505,871.67	1.31	1.09	0.4
3,000,000.0000	91159hhd5	U S BANCORP MTNS BK ENT 1.650% Due 05-15-17	A1	A+	101.52	3,045,480.00	100.14	3,004,275.00	6,325.00	3,010,600.00	2.62	1.25	0.4
1,000,000.0000	89233p6d3	TOYOTA MTR CRD CORP MTN BE 1.750% Due 05-22-17	AA3	AA-	101.32	1,013,200.00	100.22	1,002,249.00	1,895.83	1,004,144.83	0.88	1.16	0.4
1,000,000.0000	88579yae1	3M CO 1.000% Due 06-26-17	A1	AA-	100.35	1,003,500.00	99.91	999,122.00	138.89	999,260.89	0.87	1.17	0.5
3,000,000.0000	03523tbn7	ANHEUSER BUSCH INBEV WORLDWIDE 1.375% Due 07-15-17	A3	A-	100.78	3,023,430.00	100.09	3,002,619.00	19,020.83	3,021,639.83	2.62	1.21	0.5
1,000,000.0000	911312ap1	UNITED PARCEL SERVICE INC 1.125% Due 10-01-17	A1	A+	100.33	1,003,320.00	99.96	999,568.00	2,812.50	1,002,380.50	0.87	1.18	0.7
2,500,000.0000	713448db1	PEPSICO INC 1.000% Due 10-13-17	A1	A	100.05	2,501,250.00	99.93	2,498,345.00	5,416.67	2,503,761.67	2.18	1.08	0.8
2,500,000.0000	22160kae5	COSTCO WHSL CORP NEW 1.125% Due 12-15-17	A1	A+	100.14	2,503,475.00	99.90	2,497,585.00	1,250.00	2,498,835.00	2.18	1.22	0.9
2,500,000.0000	458140al4	INTEL CORP 1.350% Due 12-15-17	A1	A+	100.55	2,513,750.00	100.15	2,503,757.50	1,500.00	2,505,257.50	2.19	1.19	0.9
1,700,000.0000	05531fam5	BB&T CORPORATION 1.450% Due 01-12-18	A2	A-	99.52	1,691,806.00	99.84	1,697,196.70	11,571.81	1,708,768.51	1.48	1.61	1.0
1,000,000.0000	166764av2	CHEVRON CORP NEW 1.365% Due 03-02-18	AA2	AA-	99.72	997,200.00	99.90	999,018.00	4,512.08	1,003,530.08	0.87	1.45	1.2
2,500,000.0000	594918as3	MICROSOFT CORP 1.000% Due 05-01-18	AAA	AAA	99.70	2,492,500.00	99.73	2,493,372.50	4,166.67	2,497,539.17	2.18	1.20	1.3
						27,367,446.00		27,207,116.70	79,581.11	27,286,697.81	23.77	1.20	0.7
GOVERNMENT BONDS													
2,900,000.0000	3135g0gy3	FEDERAL NATL MTG ASSN 1.250% Due 01-30-17	AAA	AA+	100.68	2,919,691.00	100.05	2,901,371.70	15,204.86	2,916,576.56	2.53	0.68	0.1
5,000,000.0000	912828j35	UNITED STATES TREAS NTS 0.500% Due 02-28-17	AAA	AA+	100.00	5,000,000.00	100.01	5,000,460.00	8,494.48	5,008,954.48	4.37	0.44	0.2
2,000,000.0000	3137eadc0	FEDERAL HOME LN MTG CORP 1.000% Due 03-08-17	AAA	AA+	100.62	2,012,340.00	100.08	2,001,602.00	6,277.78	2,007,879.78	1.75	0.56	0.2
1,000,000.0000	3135g0zb2	FEDERAL NATL MTG ASSN 0.750% Due 04-20-17	AAA	AA+	100.32	1,003,180.00	100.04	1,000,389.00	1,479.17	1,001,868.17	0.87	0.61	0.3

FIXED INCOME PORTFOLIO

Alameda County Transportation Commission

ACTA 1986 Measure B

Account # N001

December 31, 2016

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
10,000,000.0000	912828k66	UNITED STATES TREAS NTS 0.500% Due 04-30-17	AAA	AA+	99.73	9,972,656.25	99.99	9,999,300.00	8,563.54	10,007,863.54	8.74	0.52	0.3
3,000,000.0000	912828tg5	UNITED STATES TREAS NTS 0.500% Due 07-31-17	AAA	AA+	99.93	2,997,890.64	99.90	2,996,952.00	6,277.17	3,003,229.17	2.62	0.67	0.6
2,000,000.0000	3130a6sw8	FEDERAL HOME LOAN BANKS 1.000% Due 12-19-17	AAA	AA+	99.97	1,999,340.00	100.06	2,001,282.00	666.67	2,001,948.67	1.75	0.93	1.0
3,000,000.0000	912828hr4	UNITED STATES TREAS NTS 3.500% Due 02-15-18	AAA	AA+	105.50	3,164,882.82	102.80	3,084,141.00	39,666.67	3,123,807.67	2.69	0.98	1.1
2,000,000.0000	3137eadp1	FEDERAL HOME LN MTG CORP 0.875% Due 03-07-18	AAA	AA+	99.52	1,990,460.00	99.87	1,997,400.00	5,541.67	2,002,941.67	1.75	0.98	1.2
3,000,000.0000	912828qb9	UNITED STATES TREAS NTS 2.875% Due 03-31-18	AAA	AA+	104.16	3,124,921.89	102.35	3,070,431.00	21,802.08	3,092,233.08	2.68	0.98	1.2
2,500,000.0000	3130a4gj5	FEDERAL HOME LOAN BANKS 1.125% Due 04-25-18	AAA	AA+	100.02	2,500,500.00	100.08	2,501,930.00	5,156.25	2,507,086.25	2.19	1.06	1.3
6,000,000.0000	912828xa3	UNITED STATES TREAS NTS 1.000% Due 05-15-18	AAA	AA+	100.48	6,029,062.50	99.96	5,997,888.00	7,790.06	6,005,678.06	5.24	1.03	1.4
5,000,000.0000	3135g0wj8	FEDERAL NATL MTG ASSN 0.875% Due 05-21-18	AAA	AA+	100.20	5,010,000.00	99.72	4,986,000.00	4,861.11	4,990,861.11	4.36	1.08	1.4
2,500,000.0000	912828qq6	UNITED STATES TREAS NTS 2.375% Due 05-31-18	AAA	AA+	103.19	2,579,687.50	101.86	2,546,582.50	5,112.85	2,551,695.35	2.22	1.05	1.4
5,000,000.0000	3137eabp3	FEDERAL HOME LN MTG CORP 4.875% Due 06-13-18	AAA	AA+	106.92	5,346,000.00	105.42	5,271,125.00	12,187.50	5,283,312.50	4.61	1.09	1.4
5,000,000.0000	3135g0e33	FEDERAL NATL MTG ASSN 1.125% Due 07-20-18	AAA	AA+	100.57	5,028,500.00	100.00	5,000,100.00	25,156.25	5,025,256.25	4.37	1.12	1.5
3,000,000.0000	3130a8pk3	FEDERAL HOME LOAN BANKS 0.625% Due 08-07-18	AAA	AA+	99.65	2,989,500.00	99.21	2,976,156.00	7,500.00	2,983,656.00	2.60	1.13	1.6
2,500,000.0000	912828re2	UNITED STATES TREAS NTS 1.500% Due 08-31-18	AAA	AA+	101.40	2,535,066.98	100.63	2,515,625.00	12,741.71	2,528,366.71	2.20	1.12	1.6
5,000,000.0000	3135g0ym9	FEDERAL NATL MTG ASSN 1.875% Due 09-18-18	AAA	AA+	102.08	5,104,000.00	101.16	5,057,950.00	26,822.92	5,084,772.92	4.42	1.19	1.7
5,000,000.0000	912828rh5	UNITED STATES TREAS NTS 1.375% Due 09-30-18	AAA	AA+	101.18	5,059,001.10	100.38	5,018,750.00	17,565.25	5,036,315.25	4.38	1.16	1.7
3,000,000.0000	3137eaed7	FEDERAL HOME LN MTG CORP 0.875% Due 10-12-18	AAA	AA+	99.85	2,995,620.00	99.46	2,983,695.00	7,656.25	2,991,351.25	2.61	1.18	1.8
3,000,000.0000	3136g0x22	FEDERAL NATL MTG ASSN 1.000% Due 10-29-18	AAA	AA+	100.06	3,001,740.00	99.47	2,984,061.00	5,166.67	2,989,227.67	2.61	1.29	1.8
4,000,000.0000	912828rp7	UNITED STATES TREAS NTS 1.750% Due 10-31-18	AAA	AA+	101.77	4,070,625.00	101.07	4,042,656.00	11,988.95	4,054,644.95	3.53	1.16	1.8
1,300,000.0000	912828n22	UNITED STATES TREAS NTS 1.250% Due 12-15-18	AAA	AA+	100.00	1,300,000.00	100.11	1,301,422.20	758.93	1,302,181.13	1.14	1.19	1.9
						87,734,665.68		87,237,269.40	264,438.76	87,501,708.16	76.22	0.95	1.2
TOTAL PORTFOLIO						**115,114,075.14**		**114,456,349.56**	**344,019.87**	**114,800,369.43**	**100.00**	**1.01**	**1.1**

FIXED INCOME PORTFOLIO

Alameda County Transportation Commission

ACTIA 2000 Measure B

Account # N001UNB1

December 31, 2016

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
CASH													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				15,421.54		15,421.54		15,421.54	0.01		0.0
	pendingcash	PENDING SETTLEMENT				2,511,569.69		2,511,569.69		2,511,569.69	2.39		0.0
						2,526,991.23		2,526,991.23		2,526,991.23	2.41		0.0
CORPORATE BONDS													
1,250,000.0000	69353rcg1	PNC BK N A PITTSBURGH PA 1.125% Due 01-27-17	A2	A	100.00	1,249,962.50	100.01	1,250,087.50	6,015.63	1,256,103.13	1.19	0.99	0.1
1,500,000.0000	17275rat9	CISCO SYS INC 1.100% Due 03-03-17	A1	AA-	100.35	1,505,280.00	99.99	1,499,797.50	5,408.33	1,505,205.83	1.43	1.16	0.2
3,000,000.0000	87612eap1	TARGET CORP 5.375% Due 05-01-17	A2	A	104.18	3,125,490.00	101.37	3,041,094.00	26,875.00	3,067,969.00	2.90	1.23	0.3
1,000,000.0000	94974bfd7	WELLS FARGO CO MTN BE 2.100% Due 05-08-17	A2	A	100.95	1,009,500.00	100.28	1,002,830.00	3,091.67	1,005,921.67	0.96	1.28	0.4
1,000,000.0000	037833bb5	APPLE INC 0.900% Due 05-12-17	AA1	AA+	100.08	1,000,790.00	99.98	999,842.00	1,200.00	1,001,042.00	0.95	0.94	0.4
3,000,000.0000	717081dj9	PFIZER INC 1.100% Due 05-15-17	A1	AA	100.28	3,008,490.00	100.00	3,000,042.00	4,216.67	3,004,258.67	2.86	1.09	0.4
1,000,000.0000	91159hhd5	U S BANCORP MTNS BK ENT 1.650% Due 05-15-17	A1	A+	100.56	1,005,590.00	100.14	1,001,425.00	2,108.33	1,003,533.33	0.95	1.25	0.4
3,000,000.0000	89233p6d3	TOYOTA MTR CRD CORP MTN BE 1.750% Due 05-22-17	AA3	AA-	100.82	3,024,690.00	100.22	3,006,747.00	5,687.50	3,012,434.50	2.87	1.16	0.4
3,000,000.0000	03523tbn7	ANHEUSER BUSCH INBEV WORLDWIDE 1.375% Due 07-15-17	A3	A-	100.78	3,023,430.00	100.09	3,002,619.00	19,020.83	3,021,639.83	2.86	1.21	0.5
1,000,000.0000	48126eaa5	JPMORGAN CHASE & CO 2.000% Due 08-15-17	A3	A-	100.77	1,007,690.00	100.37	1,003,706.00	7,555.56	1,011,261.56	0.96	1.39	0.6
1,500,000.0000	06406hce7	BANK NEW YORK MTN BK ENT 1.300% Due 01-25-18	A1	A	100.29	1,504,380.00	99.91	1,498,713.00	8,450.00	1,507,163.00	1.43	1.38	1.1
1,000,000.0000	084664by6	BERKSHIRE HATHAWAY FIN CORP 2.000% Due 08-15-18	AA2	AA	101.50	1,015,000.00	100.71	1,007,122.00	7,555.56	1,014,677.56	0.96	1.55	1.6
1,000,000.0000	25468pdd5	DISNEY WALT CO MTNS BE 1.500% Due 09-17-18	A2	A	100.67	1,006,670.00	100.18	1,001,835.00	4,333.33	1,006,168.33	0.95	1.39	1.7
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	101.00	1,009,956.00	4,855.56	1,014,811.56	0.96	1.73	1.7
1,000,000.0000	291011ax2	EMERSON ELEC CO 5.250% Due 10-15-18	A2	A	108.13	1,081,300.00	106.41	1,064,123.00	11,083.33	1,075,206.33	1.01	1.60	1.7
						24,584,962.50		24,389,939.00	117,457.29	24,507,396.29	23.24	1.25	0.6
GOVERNMENT BONDS													
5,000,000.0000	3137eadt3	FEDERAL HOME LN MTG CORP 0.875% Due 02-22-17	AAA	AA+	100.24	5,011,945.00	100.04	5,002,240.00	15,677.08	5,017,917.08	4.77	0.55	0.1
5,000,000.0000	313313ce6	FEDL FARM CRED BK CONS DISC NT 0.000% Due 02-22-17	AAA	AA+	99.51	4,975,458.33	99.93	4,996,530.00	0.00	4,996,530.00	4.76	0.47	0.1
11,000,000.0000	912828j35	UNITED STATES TREAS NTS 0.500% Due 02-28-17	AAA	AA+	100.00	11,000,000.00	100.01	11,001,012.00	18,687.85	11,019,699.85	10.48	0.44	0.2
3,000,000.0000	912828sm3	UNITED STATES TREAS NTS 1.000% Due 03-31-17	AAA	AA+	100.28	3,008,320.32	100.12	3,003,714.00	7,664.84	3,011,378.84	2.86	0.50	0.2
4,000,000.0000	3135g0zb2	FEDERAL NATL MTG ASSN 0.750% Due 04-20-17	AAA	AA+	100.03	4,001,080.00	100.04	4,001,556.00	5,916.67	4,007,472.67	3.81	0.61	0.3

FIXED INCOME PORTFOLIO

Alameda County Transportation Commission
ACTIA 2000 Measure B
Account # N001UNB1
December 31, 2016

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
4,000,000.0000	3135g0ja2	FEDERAL NATL MTG ASSN 1.125% Due 04-27-17	AAA	AA+	100.37	4,014,813.76	100.15	4,006,028.00	8,000.00	4,014,028.00	3.82	0.65	0.3
1,300,000.0000	3130a5ep0	FEDERAL HOME LOAN BANKS 0.625% Due 05-30-17	AAA	AA+	99.75	1,296,711.00	99.96	1,299,446.20	699.65	1,300,145.85	1.24	0.73	0.4
5,000,000.0000	912828ng1	UNITED STATES TREAS NTS 2.750% Due 05-31-17	AAA	AA+	102.02	5,101,171.90	100.87	5,043,360.00	11,840.28	5,055,200.28	4.81	0.66	0.4
4,000,000.0000	313379dd8	FEDERAL HOME LOAN BANKS 1.000% Due 06-21-17	AAA	AA+	100.24	4,009,776.00	100.15	4,006,004.00	1,111.11	4,007,115.11	3.82	0.68	0.5
4,000,000.0000	3135g0zl0	FEDERAL NATL MTG ASSN 1.000% Due 09-27-17	AAA	AA+	100.32	4,012,960.00	100.09	4,003,740.00	10,444.44	4,014,184.44	3.82	0.87	0.7
5,000,000.0000	3137eadl0	FEDERAL HOME LN MTG CORP 1.000% Due 09-29-17	AAA	AA+	100.32	5,015,900.00	100.10	5,004,845.00	12,777.78	5,017,622.78	4.77	0.87	0.7
2,000,000.0000	3137eadx4	FEDERAL HOME LN MTG CORP 1.000% Due 12-15-17	AAA	AA+	100.35	2,007,000.00	100.08	2,001,526.00	888.89	2,002,414.89	1.91	0.92	1.0
1,200,000.0000	912828hr4	UNITED STATES TREAS NTS 3.500% Due 02-15-18	AAA	AA+	105.50	1,265,953.13	102.80	1,233,656.40	15,866.67	1,249,523.07	1.18	0.98	1.1
2,000,000.0000	912828q45	UNITED STATES TREAS NTS 0.875% Due 03-31-18	AAA	AA+	100.20	2,003,984.38	99.87	1,997,422.00	4,471.15	2,001,893.15	1.90	0.98	1.2
2,000,000.0000	3135g0wj8	FEDERAL NATL MTG ASSN 0.875% Due 05-21-18	AAA	AA+	100.14	2,002,700.00	99.72	1,994,400.00	1,944.44	1,996,344.44	1.90	1.08	1.4
2,000,000.0000	3137eabp3	FEDERAL HOME LN MTG CORP 4.875% Due 06-13-18	AAA	AA+	106.92	2,138,400.00	105.42	2,108,450.00	4,875.00	2,113,325.00	2.01	1.09	1.4
2,000,000.0000	3130a8pk3	FEDERAL HOME LOAN BANKS 0.625% Due 08-07-18	AAA	AA+	99.65	1,993,000.00	99.21	1,984,104.00	5,000.00	1,989,104.00	1.89	1.13	1.6
2,000,000.0000	912828re2	UNITED STATES TREAS NTS 1.500% Due 08-31-18	AAA	AA+	101.40	2,028,053.58	100.63	2,012,500.00	10,193.37	2,022,693.37	1.92	1.12	1.6
2,000,000.0000	3135g0ym9	FEDERAL NATL MTG ASSN 1.875% Due 09-18-18	AAA	AA+	102.08	2,041,600.00	101.16	2,023,180.00	10,729.17	2,033,909.17	1.93	1.19	1.7
3,000,000.0000	912828rh5	UNITED STATES TREAS NTS 1.375% Due 09-30-18	AAA	AA+	101.18	3,035,400.66	100.38	3,011,250.00	10,539.15	3,021,789.15	2.87	1.16	1.7
3,000,000.0000	912828rp7	UNITED STATES TREAS NTS 1.750% Due 10-31-18	AAA	AA+	102.00	3,059,892.87	101.07	3,031,992.00	8,991.71	3,040,983.71	2.89	1.16	1.8
1,750,000.0000	912828wd8	UNITED STATES TREAS NTS 1.250% Due 10-31-18	AAA	AA+	100.75	1,763,125.00	100.16	1,752,803.50	3,746.55	1,756,550.05	1.67	1.16	1.8
3,500,000.0000	912828n22	UNITED STATES TREAS NTS 1.250% Due 12-15-18	AAA	AA+	100.00	3,500,000.00	100.11	3,503,829.00	2,043.27	3,505,872.27	3.34	1.19	1.9
						78,287,245.93		78,023,588.10	172,109.06	78,195,697.16	74.35	0.78	0.8
TOTAL PORTFOLIO						**105,399,199.66**		**104,940,518.33**	**289,566.35**	**105,230,084.68**	**100.00**	**0.87**	**0.7**

FIXED INCOME PORTFOLIO

Alameda County Transportation Commission

2014 Measure BB

Account # N001UNB4

December 31, 2016

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
CASH													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				618,695.36		618,695.36		618,695.36	2.07		0.0
	pendingcash	PENDING SETTLEMENT				18.72		18.72		18.72	0.00		0.0
						618,714.08		618,714.08		618,714.08	2.07		0.0
CORPORATE BONDS													
600,000.0000	084670bd9	BERKSHIRE HATHAWAY INC DEL 1.900% Due 01-31-17	AA2	AA	100.33	601,980.00	100.05	600,312.00	4,781.67	605,093.67	2.01	1.27	0.1
600,000.0000	459200hc8	INTERNATIONAL BUSINESS MACHS 1.250% Due 02-06-17	AA3	AA-	100.15	600,906.00	100.02	600,135.00	3,020.83	603,155.83	2.00	0.99	0.1
600,000.0000	25468pcs3	DISNEY WALT CO MTNS BE 1.125% Due 02-15-17	A2	A	100.13	600,792.00	100.01	600,066.00	2,550.00	602,616.00	2.00	1.01	0.1
600,000.0000	69371rk54	PACCAR FINL CORP SR MTNS BK EN 1.600% Due 03-15-17	A1	A+	100.31	601,842.40	100.12	600,714.00	2,826.67	603,540.67	2.01	1.00	0.2
600,000.0000	07330nah8	BB&T CO GLOBAL BK MTN 1.000% Due 04-03-17	A1	A	100.02	600,120.00	99.97	599,840.40	1,466.67	601,307.07	2.00	1.09	0.3
600,000.0000	36962g7j7	GENERAL ELEC CAP CORP MTN BE 1.250% Due 05-15-17	A1	AA-	100.18	601,080.00	99.97	599,822.40	958.33	600,780.73	2.00	1.32	0.4
600,000.0000	717081dj9	PFIZER INC 1.100% Due 05-15-17	A1	AA	100.13	600,780.00	100.00	600,008.40	843.33	600,851.73	2.00	1.09	0.4
600,000.0000	88579yae1	3M CO 1.000% Due 06-26-17	A1	AA-	100.15	600,912.00	99.91	599,473.20	83.33	599,556.53	2.00	1.17	0.5
600,000.0000	713448cw6	PEPSICO INC 1.125% Due 07-17-17	A1	A	100.12	600,720.00	99.98	599,869.80	3,075.00	602,944.80	2.00	1.16	0.5
600,000.0000	89233p6s0	TOYOTA MTR CRD CORP MTN BE 1.250% Due 10-05-17	AA3	AA-	100.14	600,864.00	99.99	599,922.00	1,791.67	601,713.67	2.00	1.26	0.8
600,000.0000	68389xan5	ORACLE CORP 1.200% Due 10-15-17	A1	AA-	100.14	600,852.00	100.02	600,142.20	1,520.00	601,662.20	2.00	1.17	0.8
						6,610,848.40		6,600,305.40	22,917.50	6,623,222.90	22.05	1.14	0.4
GOVERNMENT BONDS													
1,500,000.0000	313385as5	FEDL HOME LOAN BK CONS DISC NT 0.000% Due 01-17-17	AAA	AA+	99.93	1,498,927.92	99.99	1,499,778.00	0.00	1,499,778.00	5.01	0.31	0.0
1,500,000.0000	313385ba3	FEDL HOME LOAN BK CONS DISC NT 0.000% Due 01-25-17	AAA	AA+	99.91	1,498,691.88	99.98	1,499,652.00	0.00	1,499,652.00	5.01	0.33	0.1
1,000,000.0000	912828h78	UNITED STATES TREAS NTS 0.500% Due 01-31-17	AAA	AA+	100.04	1,000,429.69	100.01	1,000,114.00	2,092.39	1,002,206.39	3.34	0.36	0.1
1,500,000.0000	912828sc5	UNITED STATES TREAS NTS 0.875% Due 01-31-17	AAA	AA+	100.14	1,502,109.38	100.04	1,500,597.00	5,492.53	1,506,089.53	5.01	0.40	0.1
825,000.0000	313385bx3	FEDL HOME LOAN BK CONS DISC NT 0.000% Due 02-15-17	AAA	AA+	99.88	824,032.23	99.94	824,507.48	0.00	824,507.48	2.75	0.47	0.1
1,350,000.0000	3137eaas8	FEDERAL HOME LN MTG CORP 5.000% Due 04-18-17	AAA	AA+	102.15	1,378,971.00	101.28	1,367,335.35	13,687.50	1,381,022.85	4.57	0.66	0.3
1,500,000.0000	3135g0ja2	FEDERAL NATL MTG ASSN 1.125% Due 04-27-17	AAA	AA+	100.32	1,504,779.42	100.15	1,502,260.50	3,000.00	1,505,260.50	5.02	0.65	0.3
1,500,000.0000	912828k66	UNITED STATES TREAS NTS 0.500% Due 04-30-17	AAA	AA+	100.00	1,500,058.59	99.99	1,499,895.00	1,284.53	1,501,179.53	5.01	0.52	0.3
1,500,000.0000	912828ss0	UNITED STATES TREAS NTS 0.875% Due 04-30-17	AAA	AA+	100.20	1,502,988.29	100.11	1,501,714.50	2,247.93	1,503,962.43	5.02	0.53	0.3

FIXED INCOME PORTFOLIO

Alameda County Transportation Commission

2014 Measure BB

Account # N001UNB4

December 31, 2016

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
1,500,000.0000	3137eadv8	FEDERAL HOME LN MTG CORP 0.750% Due 07-14-17	AAA	AA+	100.08	1,501,170.00	100.02	1,500,247.50	5,218.75	1,505,466.25	5.01	0.72	0.5
1,500,000.0000	3137eadj5	FEDERAL HOME LN MTG CORP 1.000% Due 07-28-17	AAA	AA+	100.28	1,504,155.00	100.16	1,502,331.00	6,375.00	1,508,706.00	5.02	0.72	0.6
1,000,000.0000	912828nr7	UNITED STATES TREAS NTS 2.375% Due 07-31-17	AAA	AA+	101.34	1,013,359.38	100.96	1,009,609.00	9,938.86	1,019,547.86	3.37	0.72	0.6
1,000,000.0000	912828tg5	UNITED STATES TREAS NTS 0.500% Due 07-31-17	AAA	AA+	99.93	999,257.81	99.90	998,984.00	2,092.39	1,001,076.39	3.34	0.67	0.6
800,000.0000	3133edxa5	FEDERAL FARM CR BKS 1.150% Due 10-10-17	AAA	AA+	100.40	803,176.20	100.25	801,999.20	2,070.00	804,069.20	2.68	0.82	0.8
1,500,000.0000	912828f54	UNITED STATES TREAS NTS 0.875% Due 10-15-17	AAA	AA+	100.18	1,502,636.72	100.02	1,500,234.00	2,770.83	1,503,004.83	5.01	0.85	0.8
1,500,000.0000	3130a6lz8	FEDERAL HOME LOAN BANKS 0.625% Due 10-26-17	AAA	AA+	99.92	1,498,731.00	99.85	1,497,691.50	1,692.71	1,499,384.21	5.00	0.81	0.8
700,000.0000	3135g0pq0	FEDERAL NATL MTG ASSN 0.875% Due 10-26-17	AAA	AA+	100.16	701,127.00	100.01	700,098.00	1,105.90	701,203.90	2.34	0.85	0.8
1,000,000.0000	912828pf1	UNITED STATES TREAS NTS 1.875% Due 10-31-17	AAA	AA+	101.18	1,011,796.88	100.84	1,008,359.00	3,211.33	1,011,570.33	3.37	0.86	0.8
						22,746,398.39		22,715,407.03	62,280.65	22,777,687.67	75.88	0.61	0.4
TOTAL PORTFOLIO						**29,975,960.87**		**29,934,426.51**	**85,198.15**	**30,019,624.65**	**100.00**	**0.72**	**0.4**

FIXED INCOME PORTFOLIO

Alameda County Transportation Commission

Interest Fund

Account # N001UNB2

December 31, 2016

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
CASH													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				290,682.53		290,682.53		290,682.53	4.57		0.0
	pendingcash	PENDING SETTLEMENT				94.97		94.97		94.97	0.00		0.0
						290,777.50		290,777.50		290,777.50	4.58		0.0
CORPORATE BONDS													
1,000,000.0000	69353rcg1	PNC BK N A PITTSBURGH PA 1.125% Due 01-27-17	A2	A	100.06	1,000,550.00	100.01	1,000,070.00	4,812.50	1,004,882.50	15.74	0.99	0.1
950,000.0000	478160aq7	JOHNSON & JOHNSON 5.550% Due 08-15-17	AAA	AAA	115.02	1,092,709.00	102.76	976,181.05	19,918.33	996,099.38	15.36	1.09	0.6
						2,093,259.00		1,976,251.05	24,730.83	2,000,981.88	31.10	1.04	0.3
GOVERNMENT BONDS													
1,800,000.0000	912828b74	UNITED STATES TREAS NTS 0.625% Due 02-15-17	AAA	AA+	99.75	1,795,429.67	100.02	1,800,432.00	4,249.32	1,804,681.32	28.33	0.43	0.1
1,540,000.0000	912828tm2	UNITED STATES TREAS NTS 0.625% Due 08-31-17	AAA	AA+	98.58	1,518,163.28	99.92	1,538,797.26	3,270.37	1,542,067.63	24.22	0.74	0.7
750,000.0000	912828ur9	UNITED STATES TREAS NTS 0.750% Due 02-28-18	AAA	AA+	98.00	734,970.70	99.77	748,245.00	1,911.26	750,156.26	11.78	0.95	1.2
						4,048,563.65		4,087,474.26	9,430.95	4,096,905.21	64.32	0.64	0.5
TOTAL PORTFOLIO						**6,432,600.15**		**6,354,502.81**	**34,161.78**	**6,388,664.59**	**100.00**	**0.74**	**0.4**

FIXED INCOME PORTFOLIO

Alameda County Transportation Commission

Project Fund

Account # N001UNB3

December 31, 2016

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
CASH													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				1,154.54		1,154.54		1,154.54	99.97		0.0
	pendingcash	PENDING SETTLEMENT				0.31		0.31		0.31	0.03		0.0
						1,154.85		1,154.85		1,154.85	100.00		0.0
TOTAL PORTFOLIO						**1,154.85**		**1,154.85**	**0.00**	**1,154.85**	**100.00**	**0.00**	**0.0**

DATE:	February 16, 2017
SUBJECT:	Alameda CTC FY2016-17 Second Quarter Financial Report
RECOMMENDATION:	Approve the Alameda CTC FY2016-17 Second Quarter Financial Report

Summary

The attached FY2016-17 Second Quarter Financial Report has been prepared on a consolidated basis by governmental fund type including the General Fund, the I-580 Express Lanes Operations Fund, Special Revenue Funds, the Exchange Fund, the Debt Service Fund, and Capital Projects Funds. This report provides a summary of FY2016-17 actual revenues and expenditures through December 31, 2016 with comparisons to the year-to-date currently adopted budget. Variances from the year-to-date budget are demonstrated as a percentage of the budget used by line item as well as stating either a favorable or unfavorable variance in dollars. Percentages over 100% indicate that the actual revenue or expenditure item is over 50% of the total annual budget through the second quarter of the fiscal year, and percentages under 100% indicate that the actual revenue or expenditure item is under 50% of the total annual budget through the second quarter of the fiscal year. At the end of the second quarter, the Alameda CTC is showing a net increase in fund balance in the amount of $41.0 million mostly due to sales tax revenues received, but not yet spent primarily in the Special Revenue and Capital Projects Funds and an accumulation of funding in the debt service fund for the principal and interest payments due March 1, 2017.

Activity

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

General Fund

In the General Fund, the Alameda CTC's revenues are less than budget by $2.16 million or 18.3%, and expenditures are under budget by $3.28 million or 44.9% (see attachment A). These variances are mainly due to the timing of costs for Safe Routes to School Programs and Transportation Planning activities which were less than anticipated through the second quarter of the fiscal year. Expenditures for the Safe Routes to School Program and Transportation Planning activities in the General Fund correspond directly to revenues as

grant funds are received on a reimbursement basis; therefore, as expenditures increase through the end of the fiscal year, revenues also will increase.

I-580 Express Lanes Operations Fund

The I-580 Express Lanes Operations Fund reports on the activity of the I-580 Express Lanes which opened for operations on February 19, 2016. As of December 31, 2016, the I-580 Express Lanes Operations Fund revenues were more than budget by $2.98 million or 124.1% and expenditures also were more than budget by $0.07 million or 3.5% (see attachment B). Budgeted toll revenues will be adjusted to reflect an increased projection in the FY2016-17 mid-year budget update which is scheduled to go to the Commission for approval in March.

Special Revenue Funds

The Special Revenue Funds group is made up of various Measure B and Measure BB Program subfunds including subfunds for express bus; paratransit service; bike and pedestrian; transit oriented development; transit operations, maintenance and safety including affordable transit programs; freight and economic development; community development; technology development; and direct local distributions as well as congestion management program funds including Transportation Fund for Clean Air (TFCA) funds and Vehicle Registration Fee (VRF) funds. In the Special Revenue Funds, revenues are more than budget by $5.8 million or 6.4% mainly due to actual collections of both sales tax and VRF revenues which were slightly higher than projected in the budget (see attachment C). Expenditures in the Special Revenue Funds are $7.0 million or 7.9% less than budget mostly attributable to the timing of discretionary programming and invoices received on discretionary grants in the TFCA, VRF and sales tax funds which were lower than projected through the second quarter of the fiscal year. Many programming agreements cover multiple years so invoices are frequently received later in the agreement period.

Exchange Fund

As of December 31, 2016, Exchange Fund revenues were less than budget by $2.0 million or 50.6% and expenditures also were less than budget by $2.0 million or 52.0% (see attachment D). Budget in this fund is generally utilized on an as needed basis as exchanges are established to accommodate governmental agencies' needs. The recognition of revenue corresponds directly with expenditures; therefore as expenditures increase, revenue also will increase.

Debt Service Fund

The Government Accounting Standards Board (GASB) requires debt service, or principal and interest payments on bonds, to be recorded when paid. Per the bond documents, interest payments are required to be made to bondholders on a semi-annual basis on September 1 and March 1 of each year, and principal payments are required annually on March 1 of each year beginning in 2017. Expenditures appear to be under budget by 78.5%, however, the principal expenditure line will not include an amount until March, per GASB requirements, which will then include 100% of the amount budgeted. Actual

expenditures in the debt service fund will equal 100% of the budget by the end of the fiscal year (see attachment E).

Capital Projects Funds

The Capital Projects Funds incorporate all Alameda CTC capital projects whether they were originally projects of the Alameda County Transportation Improvement Authority (ACTIA) or 2000 Measure B, the Alameda County Transportation Authority (ACTA) or 1986 Measure B or the Alameda County Congestion Management Agency (ACCMA) and also includes 2014 Measure BB capital projects. Alameda CTC utilizes a rolling capital budget system in which any unused approved budget from prior years is available to pay for costs in subsequent fiscal years. Additional budget authority is requested by project only as needed in accordance with the budget process. The year to date budget amount used for comparisons is a straight line amortization of the total approved project budget including unspent funds rolled over from the prior year. Expenditures planned through December 31, 2016 in the budget process generally will differ from the straight line budgeted amount used for the comparison due to various project delivery schedules. However, presenting the information with this comparison may help users of the financial report, project managers, and the projects control team by reviewing year-to-date expenditures to give them an idea of how the project is progressing as compared to the approved budget.

In the Capital Projects Funds, the Alameda CTC's revenues are less than budget by $91.8 million or 58.9% and expenditures are less than budget by $62.4 million or 52.9% (see attachment F). These variances are mainly due to the timing of cost for capital projects based on project delivery schedules and are not real budget variances expected on the projects. As expenditures increase through the end of the fiscal year, revenues also will increase. Alameda CTC does not anticipate any budget issues related to capital projects based on the currently approved capital budget. Any additional capital project budget needs will be addressed in the FY2016-17 mid-year budget update which is expected to go to the Commission for approval in March.

Limitations Calculations

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

Fiscal Impact: There is no fiscal impact.

Attachments

A. Alameda CTC General Fund Revenues/Expenditures Actual vs. Budget as of December 31, 2016
B. Alameda CTC I-580 Express Lanes Operations Fund Revenues/Expenditures Actual vs. Budget as of December 31, 2016
C. Alameda CTC Special Revenue Funds Revenues/Expenditures Actual vs. Budget as of December 31, 2016
D. Alameda CTC Exchange Fund Revenues/Expenditures Actual vs. Budget as of December 31, 2016
E. Alameda CTC Debt Service Fund Revenues/Expenditures Actual vs. Budget as of December 31, 2016
F. Alameda CTC Capital Projects Funds Revenues/Expenditures Actual vs. Budget as of December 31, 2016

Staff Contact

Patricia Reavey, Deputy Executive Director of Finance and Administration

Yoana Navarro, Accounting Manager

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

	YTD Actuals	YTD Budget	% Used	Favorable (Unfavorable) Variance
REVENUES				
Sales Tax Revenue	6,192,656	5,878,250	105.35	314,406
Investment Income	158,549	57,500	275.74	101,049
Member Agency Fees	697,409	697,409	100.00	-
Other Revenues	2	6,584	0.03	(6,582)
Regional/State/Federal Grants	2,290,815	3,717,374	61.62	(1,426,559)
Local and Other Grants	345,433	1,490,262	23.18	(1,144,829)
Total Revenues	9,684,864	11,847,379		(2,162,515)
EXPENDITURES				
Administration				
Salaries and Benefits	1,101,033	864,692	127.33	(236,341)
General Office Expenses	638,053	721,232	88.47	83,179
Travel Expense	4,413	15,750	28.02	11,337
Other Administration	930,242	1,178,150	78.96	247,908
Commission and Community Support	90,801	109,400	83.00	18,599
Contingency	-	95,000	-	95,000
Planning				
Salaries and Benefits	520,823	469,562	110.92	(51,261)
Planning Management and Support	15,263	315,974	4.83	300,711
Transportation Planning	454,989	1,441,888	31.56	986,899
Congestion Management Program	38,061	227,500	16.73	189,439
Programs				
Salaries and Benefits	241,296	197,558	122.14	(43,738)
Programs Management and Support	(34,019)	123,224	(27.61)	157,243
Safe Routes to School Programs	100,526	1,582,472	6.35	1,481,946
Other Programming	12,854	67,500	19.04	54,646
Indirect Cost Recovery/Allocation				
Indirect Cost Recovery from Capital, Special Revenue & Exchange Funds	(98,252)	(115,906)	84.77	(17,654)
Total Expenditures	4,016,083	7,293,996		3,277,913
Net revenue over / (under) expenditures	5,668,781	4,553,383		

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

	YTD Actuals	YTD Budget	% Used	Favorable (Unfavorable) Variance
REVENUES				
Toll Revenues	4,456,290	2,400,000	185.68	2,056,290
Violation Revenues	912,998	-	-	912,998
Investment Income	9,141	-	-	9,141
Total Revenues	5,378,429	2,400,000		2,978,429
EXPENDITURES				
Operations				
Salaries and Benefits	61,868	112,088	55.20	50,220
Project Management and Support	102,561	157,500	65.12	54,939
Other Operating Expenditures	1,918,460	1,742,500	110.10	(175,960)
Total Expenditures	2,082,889	2,012,088		(70,801)
Net revenue over / (under) expenditures	3,295,540	387,912		

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

	YTD Actuals	YTD Budget	% Used	Favorable (Unfavorable) Variance
REVENUES				
Sales Tax Revenue	89,849,353	84,341,404	106.53	5,507,949
Investment Income	158,008	87,500	180.58	70,508
VRF Funds	6,407,576	6,000,000	106.79	407,576
Other Revenues	5,430	15,626	34.75	(10,196)
Regional/State/Federal Grants	958,442	1,105,634	86.69	(147,192)
Local and Other Grants	(5,148)	3,882	(132.61)	(9,030)
Total Revenues	97,373,661	91,554,046		5,819,615
EXPENDITURES				
Administration				
General Office Expenses	2,080	1,500	138.68	(580)
Commission and Community Support	3,350	14,126	23.72	10,776
Programs				
Salaries and Benefits	564,522	715,836	78.86	151,314
Programs Management	729,673	1,449,000	50.36	719,327
VRF Programming and Other Costs	4,313,145	6,340,000	68.03	2,026,855
Measure B/BB Direct Local Distribution	75,290,841	71,483,286	105.33	(3,807,555)
Grant Awards	494,805	5,883,144	8.41	5,388,339
Other Programming	59,691	2,596,404	2.30	2,536,713
Total Expenditures	81,458,106	88,483,296		7,025,190
Net revenue over / (under) expenditures	15,915,555	3,070,750		

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

	YTD Actuals	YTD Budget	% Used	Favorable (Unfavorable) Variance
REVENUES				
Investment Income	58,392	12,500	467.14	45,892
Exchange Program Funds	1,885,723	3,925,896	48.03	(2,040,173)
Total Revenues	1,944,115	3,938,396		(1,994,281)
EXPENDITURES				
Salaries & Benefits	15,719	31,322	50.19	15,603
Programs Management and Support	-	18,678	-	18,678
Programming of Funds	1,870,004	3,875,896	48.25	2,005,892
Total Expenditures	1,885,723	3,925,896		2,040,173
Net revenue over / (under) expenditures	58,392	12,500		

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

	YTD Actuals	YTD Budget	% Used	Favorable (Unfavorable) Variance
REVENUES				
Investment Income	50,362	37,500	134.30	12,862
Other Income	10,385,000	10,385,000	100.00	-
Total Revenues	10,435,362	10,422,500		12,862
EXPENDITURES				
Bond Interest Expense	2,850,675	2,850,675	100.00	-
Bond Principal	-	10,385,000	-	10,385,000
Total Expenditures	2,850,675	13,235,675		10,385,000
Net revenue over / (under) expenditures	7,584,687	(2,813,175)		

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

	YTD Actuals	YTD Budget	% Used	Favorable (Unfavorable) Variance
REVENUES				
Sales Tax Revenue	49,666,665	48,130,346	103.19	1,536,320
Investment Income	955,252	292,500	326.58	662,752
VRF Funds	62,167	1,343,453	4.63	(1,281,286)
Other Revenues	-	732	-	(732)
Regional/State/Federal Grants	3,553,607	10,885,262	32.65	(7,331,655)
Local and Other Grants	9,796,029	95,212,661	10.29	(85,416,632)
Total Revenues	64,033,720	155,864,953		(91,831,233)
EXPENDITURES				
Administration				
Salaries & Benefits	71,608	39,282	182.29	(32,326)
Debt Service	10,385,000	10,385,000	100.00	-
Other Administration	179,999	164,094	109.69	(15,906)
Capital Projects				
1986 Measure B				
Salaries and Benefits	37,622	74,504	50.50	36,882
Capital Expenditures	2,190,757	19,900,913	11.01	17,710,156
2000 Measure B				
Salaries and Benefits	65,501	95,023	68.93	29,522
Capital Expenditures	16,092,898	30,613,639	52.57	14,520,741
2014 Measure BB				
Salaries and Benefits	13,919	20,160	69.04	6,241
Capital Expenditures	14,757,924	23,975,556	61.55	9,217,632
ACCMA				
Salaries and Benefits	14,923	54,615	27.32	39,692
Capital Expenditures	11,783,772	32,706,968	36.03	20,923,196
Total Expenditures	55,593,922	118,029,752		62,435,830
Net revenue over / (under) expenditures	8,439,798	37,835,201		

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DATE:	February 16, 2017
SUBJECT:	Fiscal Year (FY) 2017-18 Media/PR Contract and Scope of Work
RECOMMENDATION:	Approve the FY 2017-18 Media and Public Relations Services Contract Plan

Summary

Alameda CTC contracts with a number of professional services consultant firms to assist staff in providing a range of professional services, including media and public relations. Involvement of highly experienced firms from the private sector continues to be critical to the success of Alameda CTC and its work in delivering high quality transportation programs and projects in Alameda County. Strategic communications engagement with the public, media and partners is instrumental to the success of Alameda CTC project and program delivery and legislative goals.

Specifically, this recommendation will authorize the Executive Director to enter into negotiations and execute a professional services contract with Circlepoint for Media and Public Relations Services for one additional year, commencing July 1, 2017. Media and public relations services include communications and public relations, preparation of press and other public materials, assistance at public meetings and events, and support for agency communications and outreach needs. Circlepoint, an Alameda CTC-certified LBE firm with offices in Oakland, California, was awarded a contract in 2016 through a competitive bid process and the value of the current contract, which covers the period from July 1, 2016 to June 30, 2017, is $224,933.

Background

At the January Finance Committee meeting, Commissioners requested additional information about Alameda CTC communications and the scope of work for the FY2017-18 Media and Public Relations Services contract. This memo provides an overview of current and future planned communications work under the Circlepoint contract. Staff will provide a presentation with additional details about Alameda CTC communications methods, engagement and results at the Committee and Commission meetings.

With consultant assistance, Alameda CTC develops an annual Strategic Communications Plan which provides strategic direction regarding outreach, public education, marketing and media efforts related to planning, funding, project and programs delivery, administration and legislative advocacy conducted by Alameda CTC. The plan specifies outreach, education and involvement opportunities and priorities for the agency during the fiscal year, and includes guiding principles, key messages, editorial calendars for collateral material and an implementation plan and schedule based on key project and program milestones, and legislative goals. The Commission contracts with a local media and public relations firm to update and implement the plan and support the education, media and public involvement work that supports the success of Alameda CTC and its project and program delivery using a variety of communications and marketing methods.

From the inception of Alameda CTC through FY 2015-16, Moore, Icafano and Goltsman, Inc. (MIG) provided professional media and public relations services for Alameda CTC. Through a competitive procurement process approved by the Commission in 2016, Circlepoint was awarded the contract to provide professional media and public relations services beginning FY 2016-17, with the option to renew for a term totaling five years. The contract was signed November 2, 2016.

Circlepoint has significant experience providing media and public relations support and outreach for major regional transportation projects, including performing the highly successful media work for the I-580 Express Lanes, the I-80 SMART Corridor and the 4th Bore of the Caldecott Tunnel (under separate contracts).

Since award of the FY 2016-17 Media and Public Relations contract, Circlepoint has updated and implemented the Strategic Communications Plan, which included providing key agency media and messaging strategies and support and media and communications support for the Affordable Student Transit Pass Program and the anniversary of the passage of Measure BB. In addition, they have launched the new Commute Alternatives and Carpooling Promotion program, including marketing (print, online, social media and outdoor advertising) to promote carpooling and support the use of carpool apps, which is underway in 2017. As a sub consultant under a separate contract, Circlepoint provides critical ongoing media and marketing support for the I-580 Express Lanes project.

In the months remaining on the existing contract, Circlepoint will support the agency's media and communications work to ensure positive media coverage of key project and program milestones, and support public understanding of Measure B/BB project benefits and delivery timelines through the implementation of the strategic communications plan, which also supports an effort to include article placement in local, regional and trade publications. Further, Circlepoint will implement the Carpool Promotion Marketing Plan to ensure widespread public education about carpool choices and benefits.

FY 2017-18 Media and Public Relations Services Scope of Work

The proposed media and public relations services for the FY 2017-18 contract is summarized below.

***Strategic Communications Plan Update and Implementation*:** Written as a living document which will be updated as agency and programmatic/project needs evolve, the strategic communications plan will outline Alameda CTC's communications objectives, key communications challenges and opportunities, target audiences, overall storyline and messaging, as well as the supporting messages that are tailored to specific audiences, projects and programs. The consultant will use Alameda CTC's existing FY 2016-17 Strategic Communications Plan and metrics reports as a basis to build from and will include project and program milestones.

Key elements of this work include:

- A summary of communications objectives and desired outcomes
- An assessment of key communications challenges and opportunities
- Based on this assessment, a detailed approach to address challenges and leverage opportunities
- A target audience analysis and list of target audiences and tools and barriers to reach them. This will include existing audiences, as well as new audiences that are important to engage as ALAMEDA CTC moves forward with the implementation of Measure BB. This stakeholder list may be tiered, to indicate priority audiences for FY 2017-18 based upon agency activities
- General and tailored messaging to engage key stakeholders, local jurisdictions and partner agencies, elected officials, businesses, under-served communities and the media
- Metrics to measure the effectiveness of the communications and outreach plan (both qualitative and quantitative)
- Title VI compliance review
- A detailed implementation plan and schedule

Metrics: The communications plan will also outline metrics for assessing qualitative and quantitative effectiveness at key intervals of implementation. The quantitative metrics will include ways to measure online tools, traditional media, and public workshops and events. Quantitative metrics will also help test the effectiveness of specific messaging and communications tools in encouraging change, such as for the carpooling promotion program to monitor and measure whether target audiences are carpooling more (i.e. as measured through the number of rides logged to a rideshare app), or using express lanes appropriately (i.e. based upon lane use data). This data will help inform messaging and communication approaches.

***Media Relations and Communications*:** The consultant will work with Alameda CTC to plan and implement media engagement opportunities, including press conferences; provide coaching and talking points; and help prepare for the unexpected through scenario-based communications plans and protocols.

Key elements of this work include:

- Build upon media databases
- Develop an implementable strategy for media communications that will identify areas that require concerted education and outreach
- Coordinate media purchases and placements and develop necessary artwork
- Organize media and outreach events including press conferences, project and program tours, ribbon cuttings and groundbreakings
- Draft and disseminate press releases, including follow-up calls to key media. With the diminishing staff and mergers of many Bay Area media outlets, the media is often looking for "plug and play" information, graphics, and footage
- Respond to media requests. The consultant will work closely with staff to develop strategies and messaging for both standard and more sensitive inquiries
- Assist with coordination and maintaining close contact with the media to establish and build positive dialogue with local and regional media outlets

***Meeting Support and Facilitation*:** The consultant team will help create meeting notifications and materials, and facilitate public workshop meetings when needed.

Publications and Collateral Materials: The consultant will develop integrated, clear and compelling agency and project- and program-based communications and marketing materials for use at events, online, outdoor and through social and print media.

Commute Alternatives Program Marketing: The consultant will assist with the marketing for the Commute Alternatives Carpool Promotion Program, with a specific focus on marketing to encourage carpooling and transit use along key corridors, incorporating lessons learned from the program launch in FY 2016-17. Example activities include community and partner engagement and coordination, online engagement, community events, ad-buys and materials development and distribution.

Website Content Development and Support: The consultant will work with Alameda CTC staff to manage the development of new website content, including developing strategic communications goals and associated metrics and ensuring website content is accessible for all users.

Fiscal Impact: The fiscal impact for this contract, renewed as a result of approving this item, will be negotiated and included in the draft FY 2017-18 budget which is scheduled to go to the Commission for approval in May 2017.

Attachment

A. FY2017-18 Media and Public Relations Service Contract Presentation

Staff Contacts

Tess Lengyel, Deputy Executive Director of Planning and Policy

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FY2017-18
Media and Public Relations Services Contract

Presentation Overview

- Recommendation for Media and Public Relations Services
- Overview of Consultant Team
- 2017-18 Scope of Work
- Summary of 2016 Media and Public Outreach

Recommendation

- Authorize Executive Director to enter in to negotiations and execute a professional services agreement with Circlepoint for Media and Public Relations Services for FY2017-18.

Communications Team Overview

- **Media and Public Relations Contract**
  - Current Circlepoint contract executed November 2016 (through June 30, 2017)
  - Contract is part of agency's annually renewed contracts
- **Circlepoint Background**
  - Alameda County firm with extensive media and public relations experience
    - Caldecott 4th Bore
    - I-80 SMART Corridor
    - I-580 Express Lanes

Caldecott 4th Bore

Caldecott Tunnel fourth bore opens

By Michael Cabanatuan, San Francisco Chronicle Updated 5:35 am, Saturday, November 16, 2013

The geology and paleontology of the Caldecott Tunnel's Fourth Bore
A UCMP/Caltrans collaboration
by David K. Smith

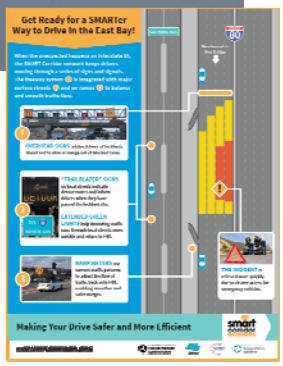
I-80 SMART

Roadshow: I-80 project first of its kind in Bay Area

By Gary Richards grichards@mercurynews.com
Posted: 02/04/2015 12:01:00 AM PST

Testing Begins For $79M State-Of-The-Art Traffi
Signs Planned For I-80 East Bay Corridor

Interstate 80 on-ramp metering lights take effect



San Francisco Chronicle

Making commute on I-80 smarter

Signs will inform of snags and offer drivers options

BY MICHAEL CABANATUAN

I-580 Express Lanes

New Express Lanes Coming To I-580 In Tri-Valley Area

February 9, 2016 12:54 PM **By Margie Shafer**

By **GARY RICHARDS** | grichards@bayareanewsgroup.com |
PUBLISHED: February 9, 2016 at 8:31 am | UPDATED: August 12, 2016 at 12:10 am

Bay Area drivers, the era of highway express lanes is dawning.

2017-18 Scope of Work

- Strategic Communications Plan Update and Implementation
- Media Relations and Communications
- Meeting Support and Facilitation
- Publications and Collateral Materials
- Website Content Development and Support
- Commute Alternatives Program/Carpool Marketing

Carpool Promotion Expansion

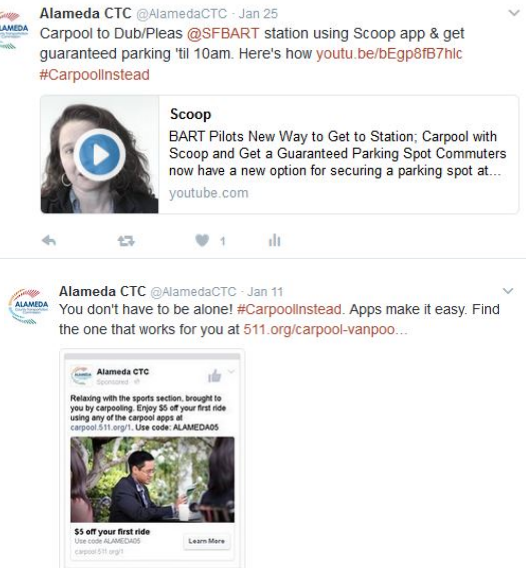
- **Countywide Carpool Promotion Program**
  - Corridor-specific marketing to promote carpooling.
  - Messages focus on HOW to carpool.
  - Ad-buy (online, print, outdoor, radio)
  - Promoting BART/MTC/BATA/Scoop parking pilot; City of Pleasanton/Scoop partnership; all carpool apps on Carpool.511.org.

Commute well.
Carpool Instead.
Find out how at Carpool.511.org. Use promo code Alameda05 to download the carpooling app that's right for you.

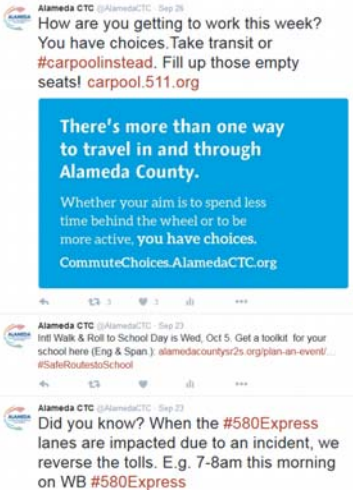
2016 Communications Overview

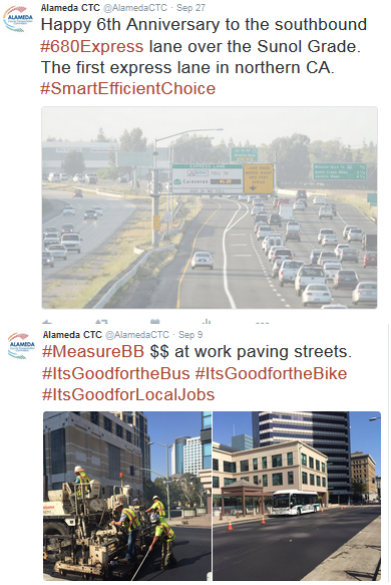
- **Public Information Materials**
  - E-Newsletters
  - Annual Reports
  - Transportation Demand Management materials
  - Measure BB Anniversary piece
  - Fact Sheets, Funding and Legislative Brochures
- **Marketing and Outreach**
  - Carpooling
  - Safe Routes to Schools and Senior/Disabled Transportation
  - Projects (580/680 Express, 880 23/29th, SR84, I-80 Gilman)
- **Media**
  - Successful launch and positive media coverage
    - 580 Express Lanes, I-80 SMART, Student Transit Pass Program
    - Press Releases and press conferences
    - Ongoing media relations
    - Social media

Examples of Social Media Posts



Examples of Social Media Posts





2016 Carpool Promotion

- **Nov-Dec Carpool Promotion on Facebook**
  - Website clicks (number of times people clicked through to the Alameda page on carpool.511.org): **9,382**
  - Impressions (total views of the ads): **277,984**
  - Reach (unique individuals seeing the ads): **75,553**

Recommendation

- Authorize Executive Director to enter in to negotiations and execute a professional services agreement with Circlepoint for Media and Public Relations Services for FY2017-18.

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DATE: February 16, 2017

TO: Finance and Administration Committee

FROM: Arthur Dao, Executive Director
Vanessa Lee, Clerk of the Commission

SUBJECT: Alameda County Transportation Commission Annual Election for the Offices of Chair and Vice-Chair

Recommendation
It is recommended that the Commission reaffirm the Administrative Code language for the annual election of the Chair and Vice-Chair of the Alameda County Transportation Commission (Alameda CTC).

Summary
At the January 26, 2017 Commission meeting it was requested that the Finance and Administration Committee review the term of service of the Commission Chair and Vice-Chair. Specifically, the Committee is requested to confirm that the current process allows for the Chair and Vice Chair to serve a one-year term.

The adopted Alameda CTC Administrative Code Article 4.2.9 states that the elections of the Chair and Vice-Chair are to take place annually at the organizational meeting each January. The code reads as follows:

"The election of the Chair and Vice-Chair of the Commission will occur annually at the January Commission meeting, which will serve as the organizational meeting for the Commission, and such elections will be effective immediately. If the Chair or Vice-Chair resigns or is removed from office, the election for Chair or Vice-Chair to serve the remainder of the term shall be held at the next Commission meeting. In choosing the Chair and Vice Chair, Members shall give reasonable consideration to rotating these positions among the Geographic Areas and the transit representatives, among other factors."

Staff recommends that the language in the Administrative Code is reaffirmed so that the elections of the Chair and Vice-Chair continue to occur on an annual basis. This current language clearly implies that the service term of the Chair and Vice Chair is for one year and enables the Commission to elect a new Chair and Vice-Chair each year if desired.

Once elected, the Chair appoints all members and the Chair and Vice-Chair of Alameda CTC's six standing committees. The Chair also appoints members to serve on the I-680 Sunol Smart Carpool Lane Joint Powers Authority Board and other local and regional transportation

committees when these appointments are required by the agency. Elections and subsequent committee appointments are effective immediately.

Fiscal Impact: There is no fiscal impact associated with this item.

Attachments

A. Alameda CTC and Predecessor Agency Chair and Vice-Chair Matrix

Staff Contact
Art Dao, Executive Director
Vanessa Lee, Clerk of the Commission

Alameda CTC and Predecessor Agency Chair and Vice-Chair Matrix

Alameda County Transportation Commission (Alameda CTC)			
Term	**No. of Years Served**	**Chair**	**Vice Chair**
1/2017 - 12/2017	2	Rebecca Kaplan	Richard Valle
1/2016 - 12/2016		Rebecca Kaplan	Bill Harrison
1/2015 - 12/2015	3	Scott Haggerty	Rebecca Kaplan
1/2014 - 12/2014		Scott Haggerty	Rebecca Kaplan
1/2013 - 12/2013		Scott Haggerty	Rebecca Kaplan
1/2012 - 12/2012	2	Mark Green	Scott Haggerty
1/2011 - 12/2011		Mark Green	Scott Haggerty
8/2010 - 12/2010	4-months*	Mark Green	Scott Haggerty

Alameda County Tranportation Improvement Authoriry (ACTIA)			
Term	**No. of Years Served**	**Chair**	**Vice Chair**
2/2010 - 6/2010	4-months*	Mark Green	Scott Haggerty
2/2008 - 1/2010	2	Alice Lai-Bitker	Mark Green
7/2006 - 1/2008	1.5**	Henry Chang Jr.	Alice Lai-Bitker
2/2006 - 6/2006	4-months**	Roberta Cooper	Alice Lai-Bitker
2/2004 - 1/2006	2	Nate Miley	Roberta Cooper
4/2002 - 1/2004	2	Shelia Young	Nate Miley

Alameda County Congestion Management Agency (ACCMA)			
Term	**No. of Years Served**	**Chair**	**Vice Chair**
10/2008 - 6/2010	2	Mark Green	Beverly Johnson
10/2006 - 9/2008	2	Scott Haggerty	Mark Green
12/2004 - 9/2006	2	Larry Reid	Scott Haggerty
10/2003 - 11/2004	1**	Peter Snyder	Larry Reid
10/2001 - 9/2003	2	Thomas Pico	Pete Snyder

*ACTIA and ACCMA merger year
** Elected official term expiration

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DATE:	February 16, 2017
SUBJECT:	Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
RECOMMENDATION:	Update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.

Summary

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

Since the last update on January 9, 2017, the Alameda CTC has not reviewed any environmental documents.

Fiscal Impact: There is no fiscal impact.

Staff Contact

Saravana Suthanthira, Principal Transportation Planner

Chris Van Alstyne, Assistant Transportation Planner

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DATE:	February 16, 2017
SUBJECT:	Approval of Administrative Amendment to Project Agreement (A12-0027)
RECOMMENDATION:	Approve and authorize the Executive Director to execute administrative amendment to the project agreement for the Guaranteed Ride Home (GRH) Project in support of Alameda CTC's Transportation Demand Management (TDM) work for a time-only extension.

Summary

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

Alameda CTC is in the process of updating our TDM strategic plan and plans to issue an RFP for a comprehensive TDM contract that would include GRH in alignment with the strategic plan in the fall of 2016. To ensure continuity of our GRH services, staff is requesting a time-only extension to the contract to cover the period between July 1, 2017 and December 31, 2017. A new contract is expected to commence in January 2018.

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

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

Background

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

cumulative total amount encumbered in multiple agreements (for cases involving multiple agreements for a given project or program).

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

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

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

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

Levine Act Statement: Nelson\Nygaard Consulting Associates did not report a conflict in accordance with the Levine Act.

Fiscal Impact: There is no fiscal impact.

Attachments

A. Table A: Administrative Amendment Summary

Staff Contact

Tess Lengyel, Deputy Executive Director of Planning and Policy

Carolyn Clevenger, Director of Planning

Table A: Administrative Amendment Summary

Index No.	Firm/Agency	Project/Services	Agreement No.	Contract Amendment History and Requests	Reason Code	Fiscal Impact
1	Nelson\ Nygaard Consulting Associates	Operations Services for the Guaranteed Ride Home Program	A12-0027	6-month time extension from July 1, 2017-December 31, 2017	5	None

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

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DATE:	February 16, 2017
SUBJECT:	February Legislative Update
RECOMMENDATION:	Update on federal, state, and local legislative activities and approve legislative positions.

Summary

The February 2017 legislative update provides information on federal and state legislative activities, including an update on federal cabinet nominations known thus far under the new federal administration, an update on the state budget, and recommendations on current legislation.

Background

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

Federal Update

At the federal level, due to a change in the administration, a multitude of new cabinet level appointments have been made that will need Senate confirmation in early 2017. In addition, Congress passed an extension to the continuing resolution and the president signed which keeps the federal government funded at Fiscal Year 2016 levels through April 28, 2017. On January 31, 2017, the Senate confirmed Elaine Chao to be the Secretary of Transportation on a final vote of 93 to 6, with opposition from Democrats including Chuck Schumer (D-NY), Kirsten Gillibrand (D-NY), Bernie Sanders (D-VT), Jeff Merkley (D-OR), Cory Booker (D-NJ), and Elizabeth Warren (D-MA). Attachment B includes information on the proposed Senate Democrat infrastructure package, including the proposed solutions for funding it. Attachment C is a transmittal

letter from Governor Brown submitting California projects in response to the federal administration's request for high priority projects of national significance.

State Update

Platinum Advisors, Alameda CTC's state lobbying firm, provided the following summary of the proposed 2017-18 state budget. The following also includes a summary of appointments to Senate and Assembly Transportation Committees, and a recommended position on one state bill.

State Budget

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

Transportation Funding Plans: As part of the Governor's budget, he unveiled a similar, but updated, proposal compared to last year aimed at addressing the state's transportation funding needs. The new proposal would generate about $4.2 billion annually, which is more than the prior version that would have raised $3.6 billion annually, but still far lower the legislative proposals that currently hover around $6 billion in both AB 1 and SB 1. The main differences between the Governor 's new proposal and the AB1/SB 1 proposals is a lower excise tax increase, no sales tax increase on diesel fuel, and no return of any truck weight fees. The actual implementing language is not expected to be available until February, so more details on how the funding programs would actually be implemented will be reveled at that time. Attachment D summarizes the differences between the Governor's proposal and AB1/SB1.

Senate and Assembly Leadership Appointments: Assembly Speaker Anthony Rendon and President Pro Tempore Kevin De Leon appointed committee chairs and members for the Assembly and Senate as shown in Attachments E and F for the overall legislature. Below summarizes leadership and committee appointments of Alameda County delegation members.

Senate District 7 – Steve Glazer

- Budget and Fiscal Review
- Budget Subcommittee No. 4 on State Administration and General Government
- Business, Professions and Economic Development

- Governmental Organization
- Human Services
- Insurance

Senate District 9 – Nancy Skinner

- Senate Leadership – Majority Whip
- Transportation and Housing
- Budget and Fiscal Review
- Budget Subcommittee No. 5 on Corrections, Public Safety and the Judiciary – Chair
- Energy, Utilities and Communications
- Environmental Quality
- Public Safety

Senate District 10 – Bob Wieckowski

- Transportation and Housing
- Budget and Fiscal Review
- Budget Subcommittee No. 2 on Resources, Environmental Protection, Energy and Transportation – Chair
- Environmental Quality
- Judiciary
- Legislative Ethics

Assembly District 15 – Tony Thurmond

- Education
- Health
- Human Services
- Labor and Employment – Chair
- Water, Parks, and Wildlife

Assembly District 16 – Catharine Baker

- Transportation
- Business and Professions
- Higher Education – Vice Chair
- Joint Legislative Audit
- Privacy and Consumer Protection

Assembly District 18 – Rob Bonta

- Assembly Democratic Leadership – Assistant Majority Leader
- Communications and Conveyance

Assembly District 20 – Bill Quirk

- Agriculture
- Environmental Safety and Toxic Materials – Chair
- Public Safety
- Revenue and Taxation
- Utilities and Energy

Assembly District 25 – Kansen Chu

- Transportation
- Arts, Entertainment, Sports, Tourism, and Internet Media – Chair
- Insurance
- Water, Parks, and Wildlife

State Bill Recommendations

January 19 was the deadline for bills to be submitted for consideration by the State Legislative Counsel. February 17 is the deadline for introducing bills into the legislative process. Staff is still reviewing the currently introduced bills, many of which are spot bills in nature, and will bring additional positions in the future. The following position supports student transit pass program funding at the state level.

Bill Number	Bill Information	Recommendation
AB 17 (Holden) Transit Pass Program: free or reduced-fare transit passes.	This bill would require the Controller to allocate moneys to support transit pass programs (administered by Caltrans) that provide free or reduced-fare transit passes to students. Caltrans would develop guidelines that describe eligibility requirements. Caltrans must also develop performance measures and reporting requirements to evaluate program effectiveness, including passes distributed and whether the program is increasing transit ridership among students. The minimum allocation to each transit provider would be $20,000, remaining funds allocated by formula.	Alameda CTC's 2017 legislative program supports increasing funding for transportation as well as innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people. Staff recommends a **SUPPORT** position on this bill.

SB 3 Affordable Housing Bond Act of 2018	This bill would provide for submission of a $3 billion statewide housing general obligation bond act to the voters at the November 6, 2018, statewide general election. Proceeds from the sale of the bonds would be used to finance various existing housing programs, as well as infill infrastructure financing and affordable housing matching grant programs.	Alameda CTC's 2017 legislative program supports increasing funding for transportation, while protecting against transportation funding diversions. Because transportation funding is often looked at as a potential source to fund affordable housing, staff recommends supporting SB 3 for a direct funding stream to support affordable housing. Staff recommends a **SUPPORT** position on this bill. MTC has taken a support position on this bill.

Fiscal Impact: There is no fiscal impact.

Attachments

A. Alameda CTC 2017 Legislation Program
B. Federal Update
C. California Submission of High Priority Projects
D. Comparison of Transportation Funding Package Proposals
E. State Assembly Committee Appointments
F. State Senate Committee Appointments

Staff Contact

Tess Lengyel, Deputy Executive Director of Planning and Policy

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2017 Alameda County Transportation Commission Legislative Program

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

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

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

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	• Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures. • Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled, or other reliable means. • Support efforts that protect against transportation funding diversions and overall increase transportation funding. • Support new funding sources for transportation. • Support new funding sources for transit operations and capital for bus, BART, and rail connectivity.
	Protect and enhance voter-approved funding	• Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. • Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs. • Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. • Support efforts that streamline financing and delivery of transportation projects and programs. • Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. • Seek, acquire, and implement grants to advance project and program delivery.
Project Delivery and Operations	Advance innovative project delivery	• Support environmental streamlining and expedited project delivery. • Support contracting flexibility and innovative project delivery methods, as well as project development advancements such as autonomous vehicles. • Support high-occupancy vehicle (HOV)/toll lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation and use. • Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.
	Ensure cost-effective project delivery	• Support efforts that reduce project and program implementation costs. • Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.
	Protect the efficiency of managed lanes	• Support utilizing excess capacity in HOV lanes through managed lanes as a way to improve corridor efficiencies and expand traveler choices. • Support ongoing HOV/managed lane policies to maintain corridor-specific lane efficiency • Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	• Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs. • Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs).

Issue	Priority	Strategy Concepts
		• Support innovative financing opportunities to fund TOD and PDA implementation.
	Expand multimodal systems and flexibility	• Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people, including addressing parking placard abuse, and do not create unfunded mandates. • Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education. • Support parity in pre-tax fringe benefits for public transit, carpooling, vanpooling and other active transportation/bicycle and pedestrian modes of travel with parking.
Climate Change	Support climate change legislation to reduce greenhouse gas (GHG) emissions	• Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development. • Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.
Goods Movement	Expand goods movement funding and policy development	• Support a multimodal goods movement system and efforts that enhance the economy, local communities, and the environment. • Support a designated funding stream for goods movement. • Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. • Support legislation that improves the efficiency and connectivity of the goods movement system. • Ensure that Bay Area transportation systems are included in and prioritized in state and federal goods movement planning and funding processes. • Support rewarding Self-Help Counties that directly fund goods movement infrastructure and programs.
Partnerships	Expand partnerships at the local, regional, state and federal levels	• Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings in transportation. • Support policy development to advance transportation planning, policy, and funding at the county, regional, state, and federal levels. • Partner with community agencies and other partners to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs. • Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.

A Blueprint to Rebuild America's Infrastructure

Creating Over 15 Million New Jobs

$210B to repair crumbling **Roads and Bridges**, saving the average American family over $1,700 a year.

2.7M New Jobs

$110B to modernize **Water & Sewer** systems without burdening local ratepayers.

2.5M New Jobs

$180B to replace & expand **Rail and Bus Systems**, making the daily commute safer & cheaper for millions of Americans.

2.5M New Jobs

$200B for a new **Vital Infrastructure Program (VIP)** to get major projects moving.

2.6M New Jobs

$75B to rebuild **America's Schools,** ensuring our next generation learns in a State-of-the-Art Environment without raising local property taxes.

975,000 New Jobs

$65B to modernize **America's Ports, Airports, & Waterways** helping move people and goods, and building more resilient communities.

845,000 New Jobs

$100B in new funding to build 21st century **Energy Infrastructure**, upgrade our failing power grid, and lower electric bills.

1.3M New Jobs

$20B in funding to **Expand Broadband** access to millions of Americans.

260,000 New Jobs

$20B to address infrastructure backlogs on **Public & Tribal Lands**.

260,000 New Jobs

$10B to construct new **VA Hospitals & Extended Care Facilities** for our nation's heroes.

130,000 New Jobs

$10B to support **New Innovative Financing** tools aimed at increasing infrastructure investment.

1.3M New Jobs

Investing in America: Options for an Infrastructure Package
A Proposal by Ranking Member Peter DeFazio

February 1, 2017

Nearly one in four bridges in the U.S. is structurally deficient or functionally obsolete, 65 percent of our Nation's roads are in less than good condition, our rail and bus transit systems are facing a $90 billion backlog, and full channels at the Nation's 59 busiest ports are available less than 35 percent of the time, according to the Army Corps of Engineers. In addition, the Federal Aviation Administration (FAA) has identified a need for $32.5 billion in Federal airport improvement projects over the next five years. That's $6.5 billion per year—essentially double current funding for airport grants.

It's time for Congress to get serious about finding concrete solutions to shore up and improve our transportation infrastructure. That's why **I'm proposing three simple solutions to help address the growing backlog of critical projects** that can be accomplished without adding to the deficit.

1. **LIFT THE CAP ON PASSENGER FACILITY CHARGES**

   Despite a chorus of airports telling us of the billions of dollars in unmet capital needs each year, Congress has increased the cap on the passenger facility charge (PFC) just once since Congress created the PFC in 1990. If Congress were to raise the current cap on PFCs, it would create new revenue to invest in large airports and free up additional Federal funding to help smaller airports. For example, if we increased the PFC cap by $4 (from the current limit of $4.50 to $8.50), airports' PFC revenue would almost double, from $3 billion per year currently to about $5.7 billion per year. That additional revenue would go a long way toward addressing the $32.5 billion in airport needs identified by FAA, and help airports keep pace with increasing demand.

2. **SPEND DOWN THE BALANCE OF THE HARBOR MAINTENANCE FUND**

   Approximately $9 billion in already collected tax revenues sits idle in the Harbor Maintenance Trust Fund (HMTF) in the U.S. Treasury. The HMTF collects enough from shippers to meet the needs of all Federally-authorized ports, yet much of this money is diverted to hide the size of the budget deficit. According to Congressional Budget Office forecasts, if the President or Congress chose simply to spend down this balance, and spend the expected revenues for their intended purposes, we could invest $27 billion in our critical port and harbor needs over the next decade—and all of this work could be performed without raising one dime more in taxes.

3. **INVEST $500 BILLION IN HIGHWAY AND TRANSIT INFRASTRUCTURE BY INDEXING GAS AND DIESEL USER FEES**

   I have developed a proposal, "Investing in America: A Penny for Progress", that provides more than $500 billion to improve our Nation's highways, bridges, and public transit systems, reverse the Federal underinvestment, and address future highway and transit needs through fiscal year 2030. To finance the additional investment, the proposal authorizes the U.S. Department of the Treasury to issue 30-year bonds that will be repaid by indexing the gasoline and diesel user fees, which were last adjusted almost 25 years ago (in 1993) and have lost more than 40 percent of their purchasing power. It is estimated that my proposal will increase the gas and diesel user fees by approximately one cent per year.

OFFICE OF THE GOVERNOR

February 7, 2017

Scott D. Pattison
National Governors Association Executive Director & Chief Executive Officer
444 North Capitol Street, Suite 267
Washington, D.C. 20001

Dear Mr. Pattison:

Per your request, attached is California's initial list of key infrastructure projects, representing more than $100 billion in targeted investment across the state. These investments will build and improve: roads; levees; bridges; ports; train and public transit systems; water storage and recycling projects; as well as energy, military, veterans and emergency operations facilities and services.

In the short-term, these projects will benefit businesses up and down the state and put thousands to work – many in communities with the highest rates of unemployment. Long-term, this investment will have lasting, expansive economic benefits by moving goods and people faster, protecting vulnerable communities from flooding, bolstering emergency response capabilities, saving and storing more water and improving energy reliability.

To prepare for the future – and complement federal investments – California is doing its part by working on legislation to ensure a permanent and sustainable funding stream is in place to further support road, highway and other critical infrastructure construction and improvements – part of a 10-year transportation investment plan.

California is home to one out of every eight Americans and when we build in California, we build for America.

Sincerely,

Nancy E. McFadden
Executive Secretary

Priority Infrastructure Projects - 2017			
Project	**Sector**	**Revenue Stream**	**State**
Widen and replace critical interchanges on I-710 (South Corridor Project Phase 1) to improve freight corridor service to the ports of LA and Long Beach.	Highway and Bridge	No	CA
Strengthen Otay Mesa Mexican border security with a new port of entry for secure and efficient crossings.	Highway and Bridge	Yes - Tolls	CA
Construct 16 miles of managed express lanes in major commute corridors on I-405 in Orange County.	Highway and Bridge	Yes - Managed Lanes	CA
Construct express lanes on Highway 15 in Riverside County between Cajalco Road and SR 60, a major freight and regional corridor.	Highway and Bridge	Yes - Managed Lanes	CA
Construct express lanes on I-10 in San Bernardino County between the LA County line and SR 15, a major freight and regional corridor.	Highway and Bridge	Yes - Managed Lanes	CA
Replace the Gerald Desmond Bridge, a vital bridge for freight movement to and from ports of LA and Long Beach.	Highway and Bridge	No	CA
Construct multi-county express lane network to relieve Bay Area congestion for freight and major job centers along US 101, I-80, I-680, I-880, SR 85 and SR 237.	Highway and Bridge	Yes - Managed Lanes	CA
Improve highway interchange and truck scales at the I-80/I-680 Highway interchange.	Highway and Bridge	Yes	CA
Expand I-5 HOV lanes in Sacramento County from the City of Sacramento to City of Elk Grove.	Highway and Bridge	No	CA
Build new lanes and interchanges on SR 99 through Tulare, Madera, Livingston, Turlock and Fresno in the San Joaquin Valley.	Highway and Bridge	No	CA
Construct new connectors to improve freight movement and congestion in Bakersfield and Kern County on the SR 99/SR 58 corridor.	Highway and Bridge	No	CA
Construct HOV lanes connecting Ventura and Santa Barbara along US 101.	Highway and Bridge	No	CA
Build four express lanes on Highway 156, a major freight and regional connector in Monterey and San Benito Counties.	Highway and Bridge	Yes - Managed Lanes	CA
Replace substandard rail and highway grade separation on I-5 from Redding to Anderson.	Highway and Bridge	No	CA
Complete HOV lanes on US 101 through Marin and Sonoma.	Highway and Bridge	No	CA
Construct 3 miles of rail in the North Coast I-5 Multimodal Corridor in San Diego and complete 23 miles of new managed lanes.	Highway, Bridge and Rail	Yes - Managed Lanes	CA
Expand and improve Los Angeles Metro Transit (Purple Line, Airport Connector, Orange Line BRT) to benefit commuters and the 2024 Olympic bid.	Rail and Transit	Yes - Fares	CA
Modernize and replace LA Metro rail fleet and service.	Rail and Transit	Yes - Fares	CA
Link Santa Ana and Garden Grove with the Orange County Streetcar Project.	Rail and Transit	Yes - Fares	CA
Extend BART to San Jose Project.	Rail and Transit	Yes - Fares	CA
Electrify the Caltrain Peninsula Corridor.	Rail and Transit	Yes - Fares	CA
Expand and replace BART and Muni rail fleet.	Rail and Transit	Yes - Fares	CA
Construct streetcar system in Sacramento and improve the regional transit vehicle fleet.	Rail and Transit	Yes - Fares	CA

Project	Sector	Revenue Stream	State
Expand the ongoing Central Valley to Silicon Valley High-Speed Rail construction to include service from San Francisco to San Jose, Merced to San Jose, North of Bakersfield to Bakersfield, and construct the Southern California improvements from Burbank to Anaheim, benefiting High-Speed Rail, freight, commuter rail and the 2024 Olympic bid.	Rail and Transit	Yes - Fares	CA
Reconfigure and expand Port of Long Beach Pier B On-Dock Rail Support Facility.	Rail and Sea Port	Yes	CA
Build out the Earthquake Early Warning System to alert public and California private industries, utilities and critical infrastructure sectors before major earthquakes.	Emergency Response	Yes - Private	CA
Upgrade the State Public Safety Telecommunications Network with next generation 911 capabilities.	Emergency Response	Yes	CA
Expand and integrate satellite and broadband towers to enhance coverage in rural areas.	Emergency Response	Yes	CA
Modernize the California Specialized Training Institute in San Luis Obispo to improve training capabilities for first responders and emergency managers.	Emergency Response	No	CA
Build a Northern California Regional Emergency Operations Center in Fairfield to consolidate two outdated facilities that serve 47 counties in the northern, coastal and central regions.	Emergency Response	No	CA
Build a Southern California Regional Emergency Operations Center at the Joint Forces Training Base in Los Alamitos to serve as the primary operation and coordination center and defense support for the National Guard.	Emergency Response/Military	No	CA
Repair and modernize Los Alamitos Airfield for critical emergency operations.	Military	No	CA
Modernize the Army National Guard's helicopter maintenance facility in Fresno, which serves 13 western states.	Military	No	CA
Replace outdated skilled nursing facility at Yountville Veterans Home, the nation's largest veterans home.	Veterans	No	CA
Facilitate low-interest loans for water users funding California Water Fix, a major upgrade to Sacramento-San Joaquin Delta conveyance infrastructure to improve water quality, ecosystems and reliability of water deliveries.	Water Reliability	Yes	CA
Construct Recharge Fresno Project to improve pipelines and water system facilities that will capture, treat and deliver water to Fresno homes and businesses.	Water Reliability	Yes	CA
Enlarge the San Luis Reservoir and improve resiliency of existing dam.	Surface Storage	Yes	CA
Reduce flooding risk to the City of Marysville and critical hospital infrastructure with the Marysville Ring Levee Project.	Flood Control	Yes	CA
Raise Folsom Dam to improve flood protection for Sacramento region and improve dam safety.	Flood Control	No	CA
Construct the Lower Elkhorn Basin Levee Setback Project to expand the capacity of the Yolo and Sacramento Bypasses to improve flood protection in the Sacramento region.	Flood Control	Yes	CA
Construct the American River Common Features Natomas Basin Project, to reduce the risk of flooding in the Sacramento region.	Flood Control	No	CA

Project	Sector	Revenue Stream	State
Rehabilitate existing levees and make other improvements in the Sacramento River Bank Protection Project.	Flood Control	No	CA
Construct the Los Angeles Regional Recycled Water Program to purify water currently being discharged to the ocean for recharging groundwater basins.	Water Recycling	Yes	CA
Construct the Pure Water Monterey Project to implement advanced water recycling technology in Monterey County.	Water Recycling	Yes	CA
Construct the Pure Water San Diego Phase 1 Projects to implement advanced water recycling technology in the San Diego region.	Water Recycling	Yes	CA
Construct the North Bay Water Reuse Project to provide reliable recycled water for the counties of Marin, Sonoma and Napa counties.	Water Recycling	No	CA
Construct the San Francisco Westside Recycled Water Project to replace the use of drinking water with recycled water for irrigation.	Water Recycling	Yes	CA
Restore habitat and improve dust suppression at the Salton Sea.	Ecosystem Enhancement	No	CA
Build a 1,300 MW pumped hydroelectric energy storage project in Riverside County near the town of Desert Center.	Energy	Yes - Private	CA
Add 500 MW of energy storage capability to the San Vicente Reservoir to enhance reliability of the electricity grid.	Energy	Yes - Private	CA
Complete multiple upgrades to current electrical grid infrastructure, including investments to improve security.	Energy	No	CA

California Transportation Funding Proposals

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

California Transportation Funding Proposals

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

ANTHONY RENDON
SPEAKER *of the* ASSEMBLY
Sixty-Third Assembly District

January 20, 2017

E. Dotson Wilson
Chief Clerk of the Assembly
State Capitol, Room 3196
Sacramento, California

Dear Dotson:

Please be advised that I have made appointments to the following committees for the 2017-18 Regular Session:

Accountability and Administrative Review
Assemblymember Susan Eggman, Chair
Assemblymember Tom Lackey, Vice Chair
Assemblymember Autumn Burke
Assemblymember Heath Flora
Assemblymember Jim Frazier
Assemblymember Jose Medina
Assemblymember Sharon Quirk-Silva

Aging and Long-Term Care
Assemblymember Ash Kalra, Chair
Assemblymember Randy Voepel, Vice Chair
Assemblymember Dante Acosta
Assemblymember Anna Caballero
Assemblymember Mike Gipson
Assemblymember Todd Gloria
Assemblymember Adam Gray

Agriculture
Assemblymember Anna Caballero, Chair
Assemblymember Devon Mathis, Vice Chair
Assemblymember Cecilia Aguiar-Curry
Assemblymember Heath Flora
Assemblymember James Gallagher
Assemblymember Adam Gray
Assemblymember Jacqui Irwin
Assemblymember Reginald Jones-Sawyer, Sr.
Assemblymember Bill Quirk
Assemblymember Rudy Salas, Jr.

CAPITOL OFFICE: STATE CAPITOL, ROOM 219 · SACRAMENTO, CA 95814 · *Phone* (916) 319-2063 · *Fax* (916) 319-2163
DISTRICT OFFICE: 12132 SOUTH GARFIELD AVENUE · SOUTH GATE, CA 90280 · *Phone* (562) 529-3250 · *Fax* (562) 529-3255
WEB SITE: ASMDC.ORG/SPEAKER · E-MAIL: SPEAKER.RENDON@ASSEMBLY.CA.GOV

Appropriations
Assemblymember Lorena Gonzalez Fletcher, Chair
Assemblymember Frank Bigelow, Vice Chair
Assemblymember Richard Bloom
Assemblymember Raul Bocanegra
Assemblymember Rob Bonta
Assemblymember Bill Brough
Assemblymember Ian Calderon
Assemblymember Ed Chau
Assemblymember Susan Eggman
Assemblymember Vince Fong
Assemblymember Laura Friedman
Assemblymember James Gallagher
Assemblymember Eduardo Garcia
Assemblymember Adam Gray
Assemblymember Al Muratsuchi
Assemblymember Jay Obernolte
Assemblymember Eloise Reyes

Arts, Entertainment, Sports, Tourism, and Internet Media
Assemblymember Kansen Chu, Chair
Assemblymember Marie Waldron, Vice Chair
Assemblymember Dante Acosta
Assemblymember David Chiu
Assemblymember Laura Friedman
Assemblymember Jose Medina
Assemblymember Adrin Nazarian

Banking and Finance
Assemblymember Matthew Dababneh, Chair
Assemblymember Phillip Chen, Vice Chair
Assemblymember Autumn Burke
Assemblymember Sabrina Cervantes
Assemblymember Timothy Grayson
Assemblymember Monique Limón
Assemblymember Melissa Melendez
Assemblymember Sebastian Ridley-Thomas
Assemblymember Marc Steinorth
Assemblymember Mark Stone
Assemblymember Shirley Weber

Budget
Assemblymember Phil Ting, Chair
Assemblymember Jay Obernolte, Vice Chair
Assemblymember Travis Allen
Assemblymember Joaquin Arambula
Assemblymember Richard Bloom
Assemblymember Anna Caballero
Assemblymember Rocky Chávez
Assemblymember David Chiu
Assemblymember Steven Choi
Assemblymember Jim Cooper
Assemblymember Vince Fong
Assemblymember Cristina Garcia
Assemblymember Matthew Harper
Assemblymember Jacqui Irwin
Assemblymember Reginald Jones-Sawyer, Sr.
Assemblymember Tom Lackey
Assemblymember Monique Limón
Assemblymember Devon Mathis
Assemblymember Kevin McCarty
Assemblymember Jose Medina
Assemblymember Melissa Melendez
Assemblymember Kevin Mullin
Assemblymember Patrick O'Donnell
Assemblymember Jim Patterson
Assemblymember Blanca Rubio
Assemblymember Mark Stone
Assemblymember Randy Voepel
Assemblymember Shirley Weber
Assemblymember Jim Wood

Budget Subcommittee No. 1 on Health and Human Services
Assemblymember Joaquin Arambula, Chair
Assemblymember Matthew Harper
Assemblymember Devon Mathis
Assemblymember Blanca Rubio
Assemblymember Jim Wood
Assemblymember Phil Ting, Democratic Alternate
Assemblymember Jay Obernolte, Republican Alternate

Budget Subcommittee No. 2 on Education Finance
Assemblymember Kevin McCarty, Chair
Assemblymember Rocky Chávez
Assemblymember Jacqui Irwin
Assemblymember Monique Limón

Budget Subcommittee No. 2 on Education Finance (continued)
Assemblymember Jose Medina
Assemblymember Patrick O'Donnell
Assemblymember Randy Voepel
Assemblymember Phil Ting, Democratic Alternate
Assemblymember Jay Obernolte, Republican Alternate

Budget Subcommittee No. 3 on Resources and Transportation
Assemblymember Richard Bloom, Chair
Assemblymember Vince Fong
Assemblymember Cristina Garcia
Assemblymember Kevin Mullin
Assemblymember Jim Patterson
Assemblymember Phil Ting, Democratic Alternate
Assemblymember Jay Obernolte, Republican Alternate

Budget Subcommittee No. 4 on State Administration
Assemblymember Jim Cooper, Chair
Assemblymember Travis Allen
Assemblymember Anna Caballero
Assemblymember David Chiu
Assemblymember Steven Choi
Assemblymember Phil Ting, Democratic Alternate
Assemblymember Jay Obernolte, Republican Alternate

Budget Subcommittee No. 5 on Public Safety
Assemblymember Shirley Weber, Chair
Assemblymember Reginald Jones-Sawyer, Sr.
Assemblymember Tom Lackey
Assemblymember Melissa Melendez
Assemblymember Mark Stone
Assemblymember Phil Ting, Democratic Alternate
Assemblymember Jay Obernolte, Republican Alternate

Budget Subcommittee No. 6 on Budget Process, Oversight and Program Evaluation
Assemblymember Phil Ting, Chair
Assemblymember Travis Allen
Assemblymember Joaquin Arambula
Assemblymember Richard Bloom
Assemblymember Jim Cooper
Assemblymember Kevin McCarty
Assemblymember Jay Obernolte
Assemblymember Jim Patterson
Assemblymember Shirley Weber

Business and Professions
Assemblymember Rudy Salas, Jr., Chair
Assemblymember Bill Brough, Vice Chair
Assemblymember Joaquin Arambula
Assemblymember Catharine Baker
Assemblymember Richard Bloom
Assemblymember David Chiu
Assemblymember Jordan Cunningham
Assemblymember Brian Dahle
Assemblymember Susan Eggman
Assemblymember Mike Gipson
Assemblymember Timothy Grayson
Assemblymember Chris Holden
Assemblymember Evan Low
Assemblymember Kevin Mullin
Assemblymember Marc Steinorth
Assemblymember Phil Ting

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Assemblymember Jay Obernolte, Vice Chair
Assemblymember Rob Bonta
Assemblymember Sabrina Cervantes
Assemblymember Matthew Dababneh
Assemblymember Eduardo Garcia
Assemblymember Chris Holden
Assemblymember Tom Lackey
Assemblymember Evan Low
Assemblymember Brian Maienschein
Assemblymember Jim Patterson
Assemblymember Freddie Rodriguez
Assemblymember Jim Wood

Education
Assemblymember Patrick O'Donnell, Chair
Assemblymember Rocky Chávez, Vice Chair
Assemblymember Todd Gloria
Assemblymember Kevin Kiley
Assemblymember Kevin McCarty
Assemblymember Tony Thurmond
Assemblymember Shirley Weber

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Assemblymember Evan Low, Chair
Assemblymember Matthew Harper, Vice Chair

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Assemblymember Marc Berman
Assemblymember Ian Calderon
Assemblymember Jordan Cunningham
Assemblymember Kevin Mullin
Assemblymember Shirley Weber

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Assemblymember Joaquin Arambula
Assemblymember Phillip Chen
Assemblymember Cristina Garcia
Assemblymember Jimmy Gomez
Assemblymember Chris Holden

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Assemblymember Frank Bigelow, Vice Chair
Assemblymember Dante Acosta
Assemblymember Cecilia Aguiar-Curry
Assemblymember Rob Bonta
Assemblymember Bill Brough
Assemblymember Ken Cooley
Assemblymember Jim Cooper
Assemblymember Tom Daly
Assemblymember James Gallagher
Assemblymember Eduardo Garcia
Assemblymember Mike Gipson
Assemblymember Todd Gloria
Assemblymember Reginald Jones-Sawyer, Sr.
Assemblymember Kevin Kiley
Assemblymember Marc Levine
Assemblymember Evan Low
Assemblymember Blanca Rubio
Assemblymember Rudy Salas, Jr.
Assemblymember Marie Waldron

Health
Assemblymember Jim Wood, Chair
Assemblymember Brian Maienschein, Vice Chair
Assemblymember Rob Bonta
Assemblymember Autumn Burke
Assemblymember James Gallagher
Assemblymember Monique Limón
Assemblymember Kevin McCarty

Health (continued)
Assemblymember Adrin Nazarian
Assemblymember Jim Patterson
Assemblymember Sharon Quirk-Silva
Assemblymember Sebastian Ridley-Thomas
Assemblymember Freddie Rodriguez
Assemblymember Miguel Santiago
Assemblymember Tony Thurmond
Assemblymember Marie Waldron

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Assemblymember Catharine Baker, Vice Chair
Assemblymember Joaquin Arambula
Assemblymember Richard Bloom
Assemblymember Rocky Chávez
Assemblymember Steven Choi
Assemblymember Jacqui Irwin
Assemblymember Kevin Kiley
Assemblymember Marc Levine
Assemblymember Evan Low
Assemblymember Sharon Quirk-Silva
Assemblymember Miguel Santiago
Assemblymember Shirley Weber

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Assemblymember David Chiu, Chair
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Assemblymember Raul Bocanegra
Assemblymember Ed Chau
Assemblymember Steven Choi
Assemblymember Ash Kalra
Assemblymember Monique Limón

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Assemblymember Blanca Rubio, Chair
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Assemblymember Joaquin Arambula
Assemblymember Lorena Gonzalez Fletcher
Assemblymember Brian Maienschein
Assemblymember Mark Stone
Assemblymember Tony Thurmond

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Assemblymember Tom Daly, Chair
Assemblymember Melissa Melendez, Vice Chair

Insurance (continued)
Assemblymember Frank Bigelow
Assemblymember Anna Caballero
Assemblymember Ian Calderon
Assemblymember Kansen Chu
Assemblymember Ken Cooley
Assemblymember Jim Cooper
Assemblymember Matthew Dababneh
Assemblymember Brian Dahle
Assemblymember Jim Frazier
Assemblymember Mike Gipson
Assemblymember Randy Voepel

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Assemblymember Travis Allen, Vice Chair
Assemblymember Marc Berman
Assemblymember Sabrina Cervantes
Assemblymember Timothy Grayson
Assemblymember Freddie Rodriguez
Assemblymember Marc Steinorth

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Assemblymember Jordan Cunningham, Vice Chair
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Assemblymember Cristina Garcia
Assemblymember Chris Holden
Assemblymember Ash Kalra
Assemblymember Kevin Kiley
Assemblymember Brian Maienschein
Assemblymember Eloise Reyes
Assemblymember Phil Ting

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Assemblymember Heath Flora, Vice Chair
Assemblymember Jimmy Gomez
Assemblymember Matthew Harper
Assemblymember Ash Kalra
Assemblymember Kevin McCarty
Assemblymember Eloise Reyes

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Assemblymember Marie Waldron, Vice Chair

Local Government (continued)
Assemblymember Richard Bloom
Assemblymember Anna Caballero
Assemblymember Lorena Gonzalez Fletcher
Assemblymember Timothy Grayson
Assemblymember Tom Lackey
Assemblymember Sebastian Ridley-Thomas
Assemblymember Randy Voepel

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Assemblymember Heath Flora
Assemblymember Monique Limón
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Assemblymember Al Muratsuchi
Assemblymember Mark Stone

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Assemblymember Catharine Baker
Assemblymember Marc Berman
Assemblymember Ian Calderon
Assemblymember Matthew Dababneh
Assemblymember Jacqui Irwin
Assemblymember Ash Kalra
Assemblymember Jay Obernolte
Assemblymember Eloise Reyes

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Assemblymember Travis Allen, Vice Chair
Assemblymember Bill Brough
Assemblymember Sabrina Cervantes
Assemblymember Ken Cooley
Assemblymember Jim Cooper
Assemblymember Patrick O'Donnell

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Assemblymember Tom Lackey, Vice Chair
Assemblymember Jordan Cunningham

Public Safety (continued)
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Assemblymember Bill Quirk
Assemblymember Blanca Rubio
Assemblymember Miguel Santiago

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Assemblymember Bill Brough, Vice Chair
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Assemblymember Kevin Mullin
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Assemblymember Raul Bocanegra
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Assemblymember Tom Daly
Assemblymember Laura Friedman
Assemblymember Matthew Harper
Assemblymember Devon Mathis
Assemblymember Jose Medina

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Assemblymember Adrin Nazarian
Assemblymember Patrick O'Donnell

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Assemblymember Al Muratsuchi
Assemblymember Bill Quirk
Assemblymember Eloise Reyes
Assemblymember Miguel Santiago
Assemblymember Phil Ting

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Assemblymember Jim Frazier
Assemblymember Todd Gloria
Assemblymember Devon Mathis
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Assemblymember Rudy Salas, Jr.
Assemblymember Randy Voepel

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Assemblymember Eduardo Garcia, Chair
Assemblymember James Gallagher, Vice Chair
Assemblymember Frank Bigelow
Assemblymember Steven Choi
Assemblymember Kansen Chu
Assemblymember Laura Friedman
Assemblymember Todd Gloria
Assemblymember Jimmy Gomez
Assemblymember Matthew Harper
Assemblymember Marc Levine
Assemblymember Devon Mathis
Assemblymember Blanca Rubio

Water, Parks, and Wildlife (continued)
Assemblymember Rudy Salas, Jr.
Assemblymember Tony Thurmond
Assemblymember Jim Wood

Joint Legislative Audit
Assemblymember Al Muratsuchi, Chair
Assemblymember Dante Acosta
Assemblymember Catharine Baker
Assemblymember Adrin Nazarian
Assemblymember Jay Obernolte
Assemblymember Blanca Rubio
Assemblymember Jim Wood

Joint Legislative Committee on Emergency Management
Assemblymember Freddie Rodriguez, Vice Chair
Assemblymember Cecilia Aguiar-Curry
Assemblymember Rocky Chávez
Assemblymember Jim Cooper
Assemblymember Heath Flora
Assemblymember Adam Gray
Assemblymember Tom Lackey

Legislative Ethics
Assemblymember Eloise Reyes, Co-Chair
Assemblymember Jim Patterson, Co-Chair
Assemblymember Marc Berman
Assemblymember Heath Flora
Assemblymember Cristina Garcia
Assemblymember Marie Waldron

Sincerely,

ANTHONY RENDON
Speaker of the Assembly

SENATE PRESIDENT PRO TEMPORE

KEVIN DE LEÓN

Representing Senate District 24

California Senate Leader de León Announces Committee Assignments for the 2017-2018 Regular Session

Majority Leader:

Senator Bill Monning (D-Carmel)

Majority Whip:

Senator Nancy Skinner (D-Berkeley)

Democratic Caucus Chair:

Senator Connie Leyva (D-Chino)

Democratic Caucus Vice-Chair:

Senator Mike McGuire (D-Healdsburg)

Agriculture

Senator Cathleen Galgiani (D-Stockton), Chair

Senator Scott Wilk (R-Santa Clarita), Vice Chair

Senator Tom Berryhill (R-Stanislaus)

Senator Bill Dodd (D-Napa)

Senator Richard Pan (D-Sacramento)

Appropriations

Senator Ricardo Lara (D-Bell Gardens), Chair

Senator Patricia Bates (R-Laguna Niguel), Vice Chair

Senator Jim Beall (D-San Jose)

Senator Steve Bradford (D-Gardena)

Senator Jerry Hill (D-San Mateo)

Senator Jim Nielsen (R-Tehama)

Senator Scott Wiener (D-San Francisco)

Banking and Financial Institutions

Senator Bill Dodd (D-Napa), Chair

Senator Andy Vidak (R-Hanford), Vice Chair

Senator Cathleen Galgiani (D-Stockton)

Senator Ben Hueso (D-San Diego)

Senator Ricardo Lara (D-Bell Gardens)

Senator Mike Morrell (R-Inland Empire)

Senator Anthony Portantino (D-La Cañada-Flintridge)

Budget and Fiscal Review

Senator Holly Mitchell (D-Los Angeles), Chair

Senator Jim Nielsen (R-Tehama), Vice Chair

Senator Ben Allen (D-Santa Monica)

Senator Joel Anderson (R-San Diego)

Senator Jim Beall (D-San Jose)

Senator Steve Glazer (D-Contra Costa)

Senator Mike McGuire (D-Healdsburg)

Senator Tony Mendoza (D-Artesia)

Senator Bill Monning (D-Carmel)

Senator John Moorlach (R-Costa Mesa)

Senator Janet Nguyen (R-Garden Grove)

Senator Richard Pan (D-Sacramento)

Senator Anthony Portantino (D-La Cañada-Flintridge)

Senator Richard Roth (D-Riverside)

Senator Nancy Skinner (D-Berkeley)

Senator Jeff Stone (R-Temecula)

Senator Bob Wieckowski (D-Fremont)

Budget Subcommittee No. 1 on Education

Portantino (Chair), Allen and Moorlach

Budget Subcommittee No. 2 on Resources, Environmental Protection, Energy and Transportation

Wieckowski (Chair), McGuire, Mendoza and Nielsen (Vice Chair)

Budget Subcommittee No. 3 on Health and Human Services

Pan (Chair), Monning and Stone

Budget Subcommittee No. 4 on State Administration and General Government

Roth (Chair), Glazer and Nguyen

Budget Subcommittee No. 5 on Corrections, Public Safety and the Judiciary

Skinner (Chair), Beall and Anderson

Business, Professions and Economic Development

Senator Jerry Hill (D-San Mateo), Chair

Senator Patricia Bates (R-Laguna Niguel), Vice Chair

Senator Bill Dodd (D-Napa)

Senator Cathleen Galgiani (D-Stockton)

Senator Steve Glazer (D-Contra Costa)

Senator Ed Hernandez (D-West Covina)

Senator Josh Newman (D-Fullerton)

Senator Richard Pan (D-Sacramento)

Senator Scott Wilk (R-Santa Clarita)

Education

Senator Ben Allen (D-Santa Monica), Chair

Senator Scott Wilk (R-Santa Clarita), Vice Chair

Senator Cathleen Galgiani (D-Stockton)

Senator Connie Leyva (D-Chino)

Senator Tony Mendoza (D-Artesia)

Senator Richard Pan (D-Sacramento)

Senator Andy Vidak (R-Hanford)

Elections and Constitutional Amendments

Senator Henry Stern (D-Canoga Park), Chair

Senator Joel Anderson (R-San Diego), Vice Chair

Senator Ben Allen (D-Santa Monica)

Senator Bob Hertzberg (D-Los Angeles)

Senator Connie Leyva (D-Chino)

Energy, Utilities and Communications

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Senator Mike Morrell (R-Inland Empire), Vice Chair

Senator Steve Bradford (D-Gardena)

Senator Anthony Cannella (R-Ceres)

Senator Ted Gaines (R-El Dorado)

Senator Bob Hertzberg (D-Los Angeles)

Senator Jerry Hill (D-San Mateo)

Senator Mike McGuire (D-Healdsburg)

Senator Nancy Skinner (D-Berkeley)

Senator Henry Stern (D-Canoga Park)

Senator Scott Wiener (D-San Francisco)

Environmental Quality

Senator Bob Wieckowski (D-Fremont), Chair

Senator Andy Vidak (R-Hanford), Vice Chair

Senator Patricia Bates (R-Laguna Niguel)

Senator Jerry Hill (D-San Mateo)

Senator Ricardo Lara (D-Bell Gardens)

Senator Nancy Skinner (D-Berkeley)

Senator Henry Stern (D-Canoga Park)

Governance and Finance

Senator Mike McGuire (D-Healdsburg), Chair

Senator Janet Nguyen (R-Garden Grove), Vice Chair

Senator Jim Beall (D-San Jose)

Senator Ed Hernandez (D-West Covina)

Senator Bob Hertzberg (D-Los Angeles)

Senator Ricardo Lara (D-Bell Gardens)

Senator John Moorlach (R-Costa Mesa)

Governmental Organization

Senator Steve Glazer (D-Contra Costa), Chair

Senator Tom Berryhill (R-Stanislaus), Vice Chair

Senator Steve Bradford (D-Gardena)

Senator Anthony Cannella (R-Ceres)

Senator Bill Dodd (D-Napa)

Senator Ted Gaines (R-El Dorado)

Senator Cathleen Galgiani (D-Stockton)

Senator Jerry Hill (D-San Mateo)

Senator Ben Hueso (D-San Diego)

Senator Ricardo Lara (D-Bell Gardens)

Senator Tony Mendoza (D-Artesia)

Senator Anthony Portantino (D-La Cañada-Flintridge)

Senator Andy Vidak (R-Hanford)

Health

Senator Ed Hernandez (D-West Covina), Chair

Senator Janet Nguyen (R-Garden Grove), Vice Chair

Senator Toni Atkins (D-San Diego)

Senator Connie Leyva (D-Chino)

Senator Holly Mitchell (D-Los Angeles)

Senator Bill Monning (D-Carmel)

Senator Josh Newman (D-Fullerton)

Senator Jim Nielsen (R-Tehama)

Senator Richard Roth (D-Riverside)

Human Services

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Senator Tom Berryhill (R-Stanislaus), Vice Chair

Senator Steve Glazer (D-Contra Costa)

Senator Josh Newman (D-Fullerton)

Senator Janet Nguyen (R-Garden Grove)

Insurance

Senator Tony Mendoza (D-Artesia), Chair

Senator Ted Gaines (R-El Dorado),Vice Chair

Senator Tom Berryhill (R-Stanislaus)

Senator Steve Glazer (D-Contra Costa)

Senator Ed Hernandez (D-West Covina)

Senator Holly Mitchell (D-Los Angeles)

Senator Josh Newman (D-Fullerton)

Senator Anthony Portantino (D-La Cañada-Flintridge)

Senator Richard Roth (D-Riverside)

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Senator Hannah-Beth Jackson (D-Santa Barbara), Chair

Senator John Moorlach (R-Costa Mesa),Vice Chair

Senator Joel Anderson (R-San Diego)

Senator Bob Hertzberg (D-Los Angeles)

Senator Bill Monning (D-Carmel)

Senator Henry Stern (D-Canoga Park)

Senator Bob Wieckowski (D-Fremont)

Labor and Industrial Relations

Senator Steve Bradford (D-Gardena),Chair

Senator Jeff Stone (R-Temecula), Vice Chair

Senator Toni Atkins (D-San Diego)

Senator Hannah-Beth Jackson (D-Santa Barbara)

Senator Holly Mitchell (D-Los Angeles)

Legislative Ethics

Senator Ed Hernandez (D-West Covina), Chair

Senator Mike Morrell (R-Inland Empire), Vice Chair

Senator Patricia Bates (R-Laguna Niguel)

Senator Ted Gaines (R-El Dorado)

Senator Bill Monning (D-Carmel)

Senator Bob Wieckowski (D-Fremont)

Natural Resources and Water

Senator Bob Hertzberg (D-Los Angeles), Chair

Senator Jeff Stone (R-Temecula), Vice Chair

Senator Ben Allen (D-Santa Monica)

Senator Toni Atkins (D-San Diego)

Senator Ben Hueso (D-San Diego)

Senator Hannah-Beth Jackson (D-Santa Barbara)

Senator Bill Monning (D-Carmel)

Senator Henry Stern (D-Canoga Park)

Senator Andy Vidak (R-Hanford)

Public Employment and Retirement

Senator Richard Pan (D-Sacramento), Chair

Senator Mike Morrell (R-Inland Empire), Vice Chair

Senator Connie Leyva (D-Chino)

Senator John Moorlach (R-Costa Mesa)

Senator Anthony Portantino (D-La Cañada-Flintridge)

Public Safety

Senator Nancy Skinner (D-Berkeley), Chair

Senator Joel Anderson (R-San Diego), Vice Chair

Senator Steve Bradford (D-Gardena)

Senator Hannah-Beth Jackson (D-Santa Barbara)

Senator Holly Mitchell (D-Los Angeles)

Senator Jeff Stone (R-Temecula)

Senator Scott Wiener (D-San Francisco)

Rules

Senator Kevin de León (D-Los Angeles), Chair

Senator Anthony Cannella (R-Ceres), Vice Chair

Senator Toni Atkins (D-San Diego)

Senator Tom Berryhill (R-Stanislaus)

Senator Connie Leyva (D-Chino)

Transportation and Housing

Senator Jim Beall (D-San Jose), Chair

Senator Anthony Cannella (R-Ceres), Vice Chair

Senator Ben Allen (D-Santa Monica)

Senator Toni Atkins (D-San Diego)

Senator Patricia Bates (R-Laguna Niguel)

Senator Ted Gaines (R-El Dorado)

Senator Mike McGuire (D-Healdsburg)

Senator Tony Mendoza (D-Artesia)

Senator Mike Morrell (R-Inland Empire)

Senator Richard Roth (D-Riverside)

Senator Nancy Skinner (D-Berkeley)

Senator Bob Wieckowski (D-Fremont)

Senator Scott Wiener (D-San Francisco)

Veterans Affairs

Senator Josh Newman (D-Fullerton), Chair

Senator Jim Nielsen (R-Tehama), Vice Chair

Senator Bill Dodd (D-Napa)

Senator Ben Hueso (D-San Diego)

Senator Janet Nguyen (R-Garden Grove)

Senator Richard Roth (D-Riverside)

Senator Scott Wilk (R-Santa Clarita)

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DATE:	February 16, 2017
SUBJECT:	Alameda County Safe Routes to School Program
RECOMMENDATION:	Approve and authorize release of Requests for Proposals (RFPs) for professional services for Alameda County Safe Routes to School program implementation; authorize the Executive Director or a designee to negotiate and execute all related agreements for implementation of Alameda County Safe Routes to School program

Summary

Alameda County's Safe Routes to Schools (SR2S) Program is a countywide program that promotes and encourages safe walking, bicycling, carpooling, and riding transit to school. The program began in 2006 as a pilot at two schools. As part of the Metropolitan Transportation Commission's Climate Initiatives program in 2010, Alameda CTC was awarded federal funding to implement and expand the program. With the inclusion of federal funds, the program was taken in-house and delivered through a competitively bid consultant procurement process. In 2011, Alameda CTC hired a team led by Alta Planning + Design, Inc. to support the implementation of the SRS2 program in Alameda County. The current contract with Alta ends June 30, 2017. Staff will initiate an open, competitively bid procurement process to contract professional services for future program implementation in March 2017. Procurement processes must be completed and consultants on board by July 1, 2017 to ensure no break in service.

At its July 2016 meeting, the Commission approved the One Bay Area Grant program Cycle 2 (OBAG 2) programming principles for Alameda County, including $5,990,000 OBAG 2 funds for the SR2S program. Through the federal OBAG Cycle 1, the Metropolitan Transportation Commission (MTC) programmed an additional $1,073,000 of Regional SR2S funds for Alameda County. At its meeting on December 1, 2016 the Commission approved programming $7,063,000 in federal funds (Cycles 1 and 2 of OBAG), and $920,000 in Measure B Bicycle and Pedestrian Countywide Discretionary Funds to be used as local matching funds resulting in a total of $7,983,000 available for the SR2S program over the next five years of OBAG 2 from FY 2017-18 to FY 2021-22. Additional funds will be sought for the program to supplement it as it grows over time, including for capital infrastructure at school sites.

At its meeting on January 26, 2017 the Commission approved Alameda County SR2S program principles and goals as well as a framework for the SR2S procurement. The framework outlined an increased program management role for Alameda CTC staff with the support of three contracts for professional services:

Contract 1: SR2S Site Assessments, Data, and Program Evaluation
Contract 2: SR2S Outreach and Education
Contract 3: SR2S Direct Student Safety Training

Staff recommends that the Commission (1) Authorize release of requests for proposals (RFPs) for professional services for Alameda County Safe Routes to School program implementation, and (2) Authorize the Executive Director or a designee to negotiate and execute all related agreements for Alameda County Safe Routes to School program implementation.

Background

SR2S Principles and Goals

To inform decisions about this procurement, in January 2017 staff presented the Commission with a description of the current Alameda County SR2S Program, research into peer programs, survey results from ACTAC and program participations, and research on best practices for SR2S activities. The procurement and future implementation of the SR2S Program will be guided by the Commission adopted principles and goals at its January 26, 2017 meeting as follows:

SR2S Program Principles:

I. Every student in Alameda County's public schools shall have access to SR2S activities that effectively educate on and encourage the safe use of active and green modes of transportation to school (biking, walking, carpooling, transit, etc.).
II. SR2S program liaisons to support schools in program implementation is an integral component of the Alameda CTC program.
III. Safe Infrastructure is critical to the success of SR2S educational and encouragement activities and requires partnership with cities, county, and school districts.
IV. Performance measures for the SR2S program will be comprehensive and context-sensitive and evaluation results will feed into a process of continuous improvement.
V. Expansion and sustainability of a robust SR2S program requires establishing and maintaining effective partnerships.
VI. Effective engagement with parents as "decision-makers" is key to the success in shifting to green transportation modes.

SR2S Goals:

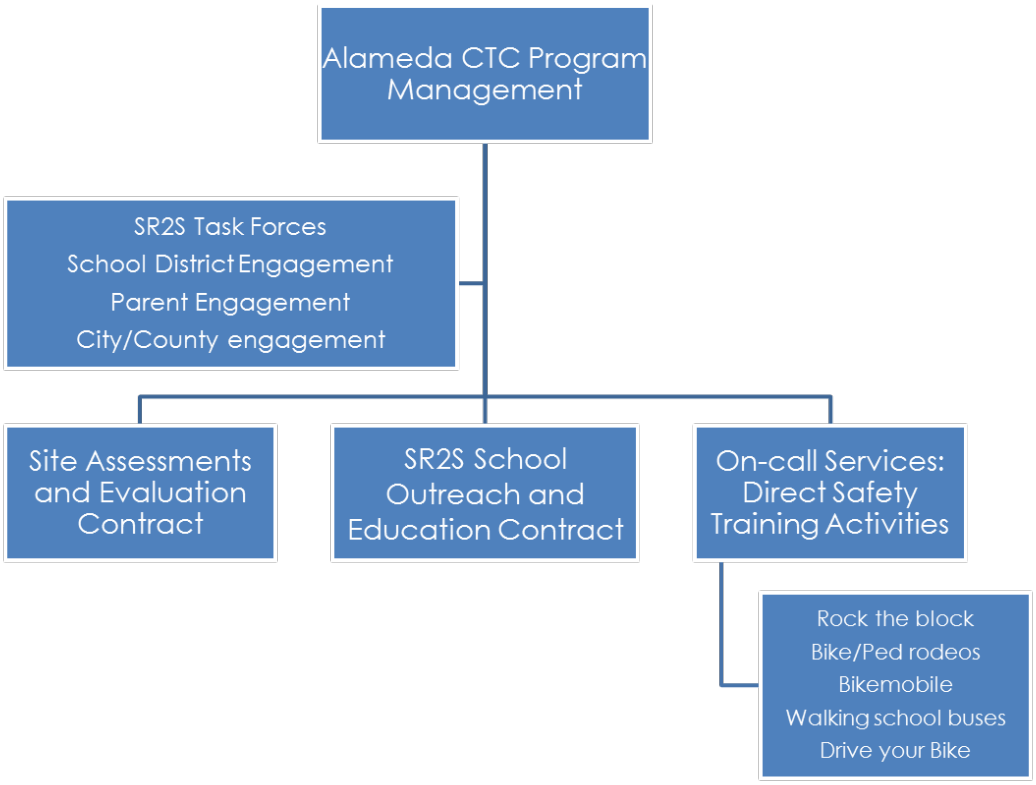
I. Provide a comprehensive and equitable program throughout Alameda County in a fiscally responsible manner, serving all public schools interested in participating.
II. Develop a core program that will allow every student in Alameda County's public schools to have access to age-appropriate bike/pedestrian safety training and SR2S educational activities throughout their school careers (i.e. at least once in elementary, once in middle school, and once in high school).
III. Establish and maintain strong, effective partnerships throughout the county in order to leverage program expansion and sustainability.
IV. Support improvements to the built environment near schools that allow for better access and increased safety.
V. Encourage the adoption of SR2S policies and curriculum within schools and school districts.
VI. Evaluate the SR2S program at the school level so that it is context sensitive and will allow the program to adjust to address what is learned during the evaluation process.
VII. Engage parents as the transportation mode "decision maker."

Safe Routes to School Framework

In addition to the SR2S program principles and goals, the Commission also approved a framework for implementing the Safe Routes to School program. Under the new framework, Alameda CTC staff will take a larger leadership role in managing the program rather than the current contract management role. As program manager, Alameda CTC staff will be responsible for setting the strategic direction for the program, cultivating high level partnerships, and convening and managing task forces that will help guide program implementation in each part of the county.

Alameda CTC will utilize professional services contracts to implement the SR2S program. The consultant teams on each of the contracts will be expected to work together under the direction of Alameda CTC staff to implement the Alameda County SR2S program to meet the Commission-adopted principles and goals as well as specific performance criteria developed for each contract and overall program performance criteria. Each contract will be adjusted annually to reflect information learned through the program evaluation process allowing for a process of continuous improvement.

Below is the graphic representation of the approved framework.



SR2S Capital Program

Each contract is summarized here:

Contract 1: Site Assessments, Data, and Program Evaluation

This scope of work will focus on three main work areas:

1. Site Assessments
2. Overall Alameda County SR2S Program evaluation
3. Data collection, mapping, and analysis

The work performed under this contract has the following specific intended outcomes:

- Increased use of active and green transportation modes to access schools (biking, walking, carpooling, and taking transit)
- Complete approximately 30 school site assessments annually
- Collect accurate student travel mode data for each participating school twice a year
- Develop an evaluation process for the overall SR2S program that allows the program to adjust in response to lessons learned and create a process of continuous

improvement with the goal of maximizing mode shift to active and green transportation modes
- Collect all necessary data for program evaluation process, including conducting program partner surveys
- Develop a tracker for site assessments (both completed, current, and future) that shows current status, assessment schedule, and progress towards implementation
- Develop a centralized, online clearinghouse where partners can access completed site assessments and site assessment tracker
- Provide technical assistance to county, city, and school district staff on site assessment implementation activities as needed, such as supporting grant applications
- Provide support to Alameda CTC staff in data collection and analysis, as needed, to effectively and efficiently implement the Alameda County SR2S program
- Create maps using GIS and other tools to support strategic deployment of program resources, such as concentrations of relevant demographic and safety data, and program evaluation, including depictions of the reach and effectiveness of the Alameda County SR2S program

Contract 2: Education and Outreach

This scope of work will focus on five main work areas:

- SR2S program implementation support for schools, including school outreach and recruitment.
- Developing and implementing communication strategies that encourage students and families to bike, walk, carpool, or take transit to school.
- Integration of SR2S education program into Alameda County elementary, middle, and high schools including review and development of SR2S policies and curriculum and teacher/school staff training.
- Providing support to Alameda CTC staff in leading task forces to oversee and guide program implementation in each part of the county, including identifying participants and cultivating community partnerships.
- Develop strategies to sustain and expand program to reach all students in Alameda County.

The work performed under this contract has the following specific intended outcomes:

- Increased use of active and green transportation modes to access schools (biking, walking, carpooling, and taking transit)
- Effective SR2S program implementation that reaches all grade levels and schools in Alameda County
- Equitable delivery of SR2S program ensuring that under-resourced schools get sufficient support
- Adoption of SR2S supportive policies at all Alameda County school districts and schools
- Recommendation of, and/or development of, as necessary, SR2S curriculum for targeted grades

- Integration of SR2S curriculum and programs into all Alameda County schools
- Provision of teacher training, as necessary, to support SR2S curriculum integration into schools
- Parent engagement plan that targets parents as transportation mode decision makers.
- Identification and engagement plan for Alameda County SR2S partners.
- Establishment of SR2S task forces that involve critical partners and provide program implementation direction
- Development of a sustainable and flexible support system for school staff for SR2S implementation
- Further refinement of the Alameda County SR2S Online Resource Center
- Recommendation of and/or development of additional program delivery tools to increase efficiency

Contract 3: Direct Student Safety Training

This scope of work will focus on five main work areas:

- Providing bicycle safety training for students at the elementary, middle, and high school levels
- Providing pedestrian safety training for students at the elementary, middle, and high school levels
- Providing training and support to schools to institute walking school buses and bike trains (groups of students that walk and bike together to school led by volunteers)
- Providing mobile bike repair and education on school campuses using the BikeMobile owned by Alameda CTC
- Providing school assemblies and productions (e.g. theater shows) that focus on instilling lessons and skills for safe use of active and shared transportation modes for elementary, middle, and high school students

The work performed under this contract has the following specific intended outcomes:

- Increased use of active and green transportation modes to access schools (biking, walking, carpooling, and taking transit)
- Delivery of effective and engaging direct safety training activities for all grade levels that primarily focuses on walking and biking, but also addresses use of public transit, carpooling, and other active and green transportation modes
- Recommendation of (and development of, if necessary) of student safety training programs designed to meet Alameda County SR2S program goals

Budgets

The budgets for each of the contracts will be negotiated with the consultant teams selected through the RFP process. For planning purposes, the existing program budget has been used as a guide to determine approximate costs for the new scopes of work. It is anticipated the overall annual program budget will be remain similar to the current annual program budget with slight increases planned to accommodate growth.

Schedule

Table 1: SR2S Program - Programming Actions and RFP Timelines

Action	Date
Alameda CTC Commission approves programming of SR2S funds and OBAG Resolution of Local Support – COMPLETE	12/1/16
MTC approves revision to Resolution 4035 (OBAG 1) and Resolution 4202 (OBAG 2) to reflect the SR2S programming – COMPLETE	12/21/16
Alameda CTC Commission approves SR2S program principles, goals, and framework – COMPLETE	1/26/17
Alameda CTC Commission authorizes staff to release Requests for Proposals (RFPs) and negotiate and execute all necessary agreements to implement program starting July 1, 2017	2/23/17
Submit Request for Authorization to expend Federal funds to Caltrans Local Assistance	Feb/Mar 2017
Release RFP for new contract	Mar 2017
Issue Notice to Proceed for new contract	July 1, 2017

Recommendation

Staff recommends that the Commission:

1) Authorize release of requests for proposals (RFP) for professional services for Alameda County Safe Routes to School program implementation;
2) Authorize the Executive Director or a designee to negotiate and execute all related agreements for Alameda County Safe Routes to School program implementation.

Fiscal Impact: There is no fiscal impact.

Staff Contact

Tess Lengyel, Deputy Executive Director of Planning and Policy

Cathleen Sullivan, Principal Transportation Planner

Kimberly Koempel, Assistant Transportation Planner

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DATE:	February 16, 2017
SUBJECT:	Transportation Fund for Clean Air (TFCA) FY 2017-18 Expenditure Plan Application
RECOMMENDATION:	Approve Resolution17-001 regarding the TFCA FY 2017-18 Expenditure Plan Application

Summary

It is recommended the Commission approve Resolution 17-001, regarding the fiscal year (FY) 2017-18 Transportation Fund for Clean Air (TFCA) County Program Manager Fund Expenditure Plan Application and its submittal to the Bay Area Air Quality Management District (Air District). The Alameda CTC Resolution and TFCA Expenditure Plan Application are included as Attachments A and B. The FY 2017-18 TFCA Expenditure Plan Application identifies $2.094 million of funding available for projects and is due to the Air District by March 3, 2017, prior to a detailed program of projects.

Background

TFCA funding is generated by a four dollar vehicle registration fee collected by the Bay Area Air Quality Management District (Air District). To be eligible for TFCA funding, projects are to result in the reduction of motor vehicle emissions and achieve "surplus" emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle lanes and lockers, signal timing and trip reduction programs. As the TFCA County Program Manager (CPM) for Alameda County, the Alameda CTC is responsible for programming 40 percent of the four dollar vehicle registration fee that is collected in Alameda County for this program. A total of 6.25% percent of new revenue is set aside for the Alameda CTC's administration of the TFCA program. Per the Alameda CTC TFCA Guidelines, 70 percent of the available funds are to be allocated to the cities/county based on population, with a minimum of $10,000 to each jurisdiction. The remaining 30 percent of funds are to be allocated to transit-related projects on a discretionary basis.

A jurisdiction's projected future share may be borrowed against in order for a project to receive more funds in the current year, which can help facilitate the required annual programming of all available funds. For reference, a draft FY 2017-18 TFCA fund estimate, which reflects the funding identified in the FY 2017-18 Expenditure Plan Application, is

included as Attachment C. Projects proposed for TFCA funding are to be consistent with the Air District's FY 2017-18 TFCA CPM Fund Policies (Attachment D) and cost-effectiveness requirements.

FY 2017-18 Revenue

The FY 2017-18 TFCA Expenditure Plan Application establishes the amount of TFCA funds available for programming to projects and program administration and is based on the Air District's DMV revenue estimates for the same period. Additionally, previously programmed TFCA funds remaining from cancelled or completed projects (as detailed on the second page of the Expenditure Plan Application) are returned to the Alameda CTC's fund estimate for reprogramming. Returned funds that were initially programmed from the 70 percent cities/county portion of the fund estimate, are credited back to the project sponsor's share. As summarized below, the estimated total amount of funds available for projects is the sum of the new allocation (projected revenue), returned project funds to reprogram, and earned interest, less 6.25 percent of the new allocation, which is reserved for the Alameda CTC's administration of the TFCA program.

Estimated new allocation for FY 2017-18:	$2,024,825
Earned interest for calendar year 2016:	$24,765
Project funds to reprogram, as of 12/31/16:	$170,699
Total available TFCA funding:	$2,220,289
Less 6.25% of new allocation for TFCA administration:	- $126,552
Total FY 2017-18 TFCA funding for projects:	**$2,093,737**

For FY 2017-18, the Air District's revisions to the TFCA CPM Fund Policies include an increase in the cost-effectiveness limit for shuttles, eligibility for certain goods movement truck replacements and bike facility upgrades, and relaxed requirements for bike share projects.

Next Steps

The TFCA Expenditure Plan Application is to be signed by the Executive Director and is due to the Air District by March 3, 2017. Updated TFCA program guidelines, including the attached Air District FY 2017-18 TFCA Policies, will be incorporated into the Alameda CTC's 2018 Comprehensive Investment Plan (2018 CIP), along with the fund estimate. Prior to the adoption of the 2018 CIP, additional information may need to be solicited from candidate projects (selected from the pool of 2018 CIP applications received October 2016) to support the TFCA cost-effectiveness evaluations and determine the projects to be recommended for FY 2017-18 TFCA funds. A draft 2018 CIP is scheduled for consideration by the Commission in April 2017. The Air District requires a final, Commission-approved program of TFCA projects to be submitted no later than November 2017.

Fiscal Impact: This recommended action has no significant fiscal impact. TFCA funding is made available by the Air District and will be included in the Alameda CTC's FY 2017-18 budget.

Attachments

A. Alameda CTC Resolution 17-001
B. Alameda CTC FY 2017-18 TFCA Expenditure Plan Application
C. Alameda CTC Draft FY 2017-18 TFCA Fund Estimate
D. Air District's FY 2017-18 TFCA County Program Manager Fund Policies

Staff Contacts

Vivek Bhat, Director of Programming and Project Controls

Jacki Taylor, Associate Program Analyst

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ALAMEDA COUNTY TRANSPORTATION COMMISSION

RESOLUTION 17-001

WHEREAS, as of July 2010, the Alameda County Transportation Commission ("Alameda CTC") was designated as the overall Program Manager for the Transportation Fund for Clean Air ("TFCA") County Program Manager Fund for Alameda County;

WHEREAS, the TFCA Program requires the Program Manager to submit an Expenditure Plan Application for FY 2017-18 TFCA funding to the Bay Area Air Quality Management District ("Air District") by March 3, 2017.

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC Commission will program an estimated $2,093,737 to projects, consistent with the attached FY 2017-18 TFCA County Program Manager Fund Expenditure Plan Application; and

BE IT FURTHER RESOLVED, the Alameda CTC Commission will approve a program of projects within six months of the Air District's approval of the Expenditure Plan Application; and

BE IT FURTHER RESOLVED, the Alameda CTC Commission authorizes the Executive Director to execute any necessary fund transfer agreements related to this funding with the Air District and project sponsors.

DULY PASSED AND ADOPTED by the Alameda CTC at the regular Commission meeting held on Thursday, February 23, 2017 in Oakland, California, by the following vote:

AYES: **NOES:** **ABSTAIN:** **ABSENT:**

SIGNED: **ATTEST:**

_____ _____

Rebecca Kaplan
Chair, Alameda CTC

Vanessa Lee
Clerk of the Commission

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SUMMARY INFORMATION

County Program Manager Agency Name: Alameda County Transportation Commission

Address: 1111 Broadway, Suite 800, Oakland, CA 94607

PART A: NEW TFCA FUNDS

1. Estimated FYE 2018 DMV revenues (based on projected CY2016 revenues): Line 1: $1,920,500
2. Difference between prior-year estimate and actual revenue: Line 2: $104,325
   a. Actual FYE 2016 DMV revenues (based on CY2015): $2,019,572.58
   b. Estimated FYE 2016 DMV revenues: $1,915,247.69
   ('a' minus 'b' equals Line 2.)
3. Estimated New Allocation for projects and administration *(Sum of Lines 1 and 2)*: **Line 3: $2,024,825**

PART B: INTEREST FOR PROGRAMMING AND TFCA FUNDS AVAILABLE FOR REPROGRAMMING

4. Total available for programming/reprogramming to other projects. **Line 4: $195,463**
   a. Amount available from previously funded projects: $170,698.61
   (Note: Reprogrammed funds originating from pre-2006 projects are not subject to the six-month allocation deadline.)
   b. Interest income earned on TFCA funds in CY 2016: $24,764.48
   ('a' plus 'b' equals Line 4.)

PART C: TOTAL AVAILABLE TFCA FUNDS

5. Total Available TFCA Funds (Sum of Lines 3 and 4) **Line 5: $2,220,288**

   a. Estimated TFCA funds budgeted for administration:[1] $126,551.56
   (Note: This amount may not exceed 6.25% of Line 3.)
   b. Estimated Total TFCA funds available for projects $2,093,736.84
   (Line 5 minus Line 5.a.)

I certify that, to the best of my knowledge, the information contained in this application is complete and accurate.

Executive Director Signature: _____ Date: _____

[1] The "Estimated TFCA funds budgeted for administration" amount is listed for informational purposes only. Per California Health and Safety Code Section 44233, County Program Managers must limit their administrative costs to no more than 6.25% of the actual total revenue received from the Air District.

SUMMARY INFORMATION - ADDENDUM

Complete if there are TFCA Funds available for reprogramming.

Project #	Project Sponsor/Grantee	Project Name	$ TFCA Funds Allocated	$ TFCA Funds Expended	$ TFCA Funds Available	Code*
14ALA04	City of Fremont	Stevenson Blvd. Arterial Management	$76,000	$55,207	$20,793	UB
NA	NA	Unprogrammed Funding from FYE17	NA	NA	$149,905.61	See Note 1

TOTAL TFCA FUNDS AVAILABLE FOR REPROGRAMMING **$170,698.61**

(Enter this amount in Part B, Line 4.a. of Summary Information form)

** Enter UB (for projects that were completed under budget) and CP (for cancelled project).*

Notes:

1. The Alameda CTC's FYE17 County TFCA program had an unprogrammed balance of $149,906 caused by a late adjustment to the program. The TFCA cost effectiveness evaluation for Oakland's Broadway Shuttle was required to be revised to account for Regional TFCA funds that had been programmed to the project causing $149,906 to be subtracted from the project's County TFCA funding recommendation. BAAQMD agreed to allow the $149,906 balance to be rolled over and programmed in FYE18.

Alameda CTC TFCA County Program Manager Fund: FY 2017-18 Draft Fund Estimate

Agency	Population (Estimate[1])	% Population	Total % of Funding	TFCA Funds Available (new this FY)	Balance from Previous FY	Programmed Last Cycle	Returned Funds from Closed Projects	Rollover (Debits/ Credits)	TFCA Balance (New + Rollover)
Alameda	79,277	4.87%	4.87%	$ 65,505	$ (181,912)	$ 9,853	$ -	$ (191,764)	$ (126,259)
Alameda County	149,821	9.20%	9.20%	$ 123,795	$ 362,702	$ 18,871	$ -	$ 343,831	$ 467,626
Albany	18,893	1.16%	1.16%	$ 15,611	$ (64,861)	$ 125,387	$ -	$ (190,248)	$ (174,637)
Berkeley	119,915	7.37%	7.36%	$ 99,084	$ 95,249	$ 103,271	$ -	$ (8,021)	$ 91,063
Dublin	57,349	3.52%	3.52%	$ 47,387	$ 89,014	$ 7,179	$ -	$ 81,834	$ 129,221
Emeryville	11,721	0.72%	0.74%	$ 10,000	$ 67,675	$ 1,359	$ -	$ 66,316	$ 76,316
Fremont	229,324	14.09%	14.08%	$ 189,487	$ 539,107	$ 454,126	$ 20,793	$ 105,774	$ 295,261
Hayward	158,985	9.77%	9.76%	$ 131,367	$ (246,400)	$ 19,656	$ -	$ (266,056)	$ (134,689)
Livermore	88,138	5.41%	5.41%	$ 72,827	$ 588,908	$ 11,055	$ -	$ 577,853	$ 650,681
Newark	44,733	2.75%	2.75%	$ 36,962	$ 374,088	$ 5,683	$ -	$ 368,405	$ 405,367
Oakland	422,856	25.98%	25.96%	$ 349,400	$ 18,563	$ 419,788	$ -	$ (401,224)	$ (51,824)
Piedmont	11,219	0.69%	0.74%	$ 10,000	$ 84,938	$ 1,429	$ -	$ 83,509	$ 93,509
Pleasanton	74,982	4.61%	4.60%	$ 61,957	$ 44,212	$ 198,623	$ -	$ (154,411)	$ (92,454)
San Leandro	87,700	5.39%	5.38%	$ 72,465	$ 282,357	$ 115,370	$ -	$ 166,987	$ 239,452
Union City	72,952	4.48%	4.48%	$ 60,279	$ 358,203	$ 9,352	$ -	$ 348,851	$ 409,130
TOTAL 70% Cities/County:	**1,627,865**	**100%**	**100%**	**$ 1,346,127**	**$ 2,411,842**	**$ 1,501,000**	**$ 20,793**	**$ 931,635**	**$ 2,277,762**

FY 2017-18 TFCA New Revenue	$ 2,024,825	*(From FYE18 Expenditure Plan)*
Less 6.25% for Program Administration	*$ (126,552)*	
Subtotal New Programming Capacity	$ 1,898,273	
Calendar Year 2016 Interest Earned	$ 24,764	
Total New Programming Capacity	$ 1,923,038	

	Totals	***Cities/County (Shares) 70%***	***Transit (Discretionary) 30%***
Total New Programming Capacity	$ 1,923,038	*$ 1,346,127*	*$ 576,911*
Returned Funds from Closed Projects	$ 20,793.00	*$ 20,793.00*	*$ -*
FY 2016-17 Rollover (debit/credit) Adjustment	**$ 149,906**	*$ 910,842*	*$ (760,937)*
Total Adjustments[2]	**$ 170,699**	*$ 931,635*	*$ (760,937)*
Adjusted Total Available to Program	**$ 2,093,737**	*$ 2,277,762*	*$ (184,025)*

Notes:

1. Dept. of Finance (www.dof.ca.gov) population estimates as of 1/01/2016 (released May 2016).
2. Includes TFCA programming actions and returned funds from closed projects as of 12/31/16.

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Appendix D: Board-Adopted TFCA County Program Manager Fund Policies for FYE 2018

Adopted November 16, 2016

The following Policies apply to the Bay Area Air Quality Management District's (Air District) Transportation Fund for Clean Air (TFCA) County Program Manager Fund for fiscal year ending (FYE) 2018.

BASIC ELIGIBILITY

1. **Reduction of Emissions:** Only projects that result in the reduction of motor vehicle emissions within the Air District's jurisdiction are eligible.

   Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and these Air District Board of Directors adopted TFCA County Program Manager Fund Policies for FYE 2018.

   Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, ordinances, contracts, and other legally binding obligations at the time of the execution of a grant agreement between the County Program Manager and the grantee. Projects must also achieve surplus emission reductions at the time of an amendment to a grant agreement if the amendment modifies the project scope or extends the project completion deadline.

2. **TFCA Cost-Effectiveness:** Projects must not exceed the maximum cost-effectiveness (C-E) limit noted in Table 1. Cost-effectiveness ($/weighted ton) is based on the ratio of TFCA funds awarded divided by the sum of surplus emissions reduced of reactive organic gases (ROG), nitrogen oxides (NOx), and weighted PM10 (particulate matter 10 microns in diameter and smaller) over a project's useful life. All TFCA-generated funds (e.g., reprogrammed TFCA funds) that are awarded or applied to a project must be included in the evaluation. For projects that involve more than one independent component (e.g., more than one vehicle purchased, more than one shuttle route), each component must achieve this cost-effectiveness requirement.

   County Program Manager administrative costs are excluded from the calculation of a project's TFCA cost-effectiveness.

Table 1: Maximum Cost-Effectiveness for FYE 2018 County Program Manager Fund Projects

Policy No.	Project Category	Maximum C-E ($/weighted ton)
22	Alternative Fuel Light-Duty Vehicles	250,000
23	Reserved	Reserved
24	Alternative Fuel Heavy-Duty Vehicles and Buses	250,000
25	On-Road Goods Movement Truck Replacements	90,000
26	Alternative Fuel Infrastructure	250,000
27	Ridesharing Projects	150,000
28 a.-h.	Shuttle/Feeder Bus Service – Existing	200,000; 250,000 for services in CARE Areas or PDAs
28 i.	Shuttle/Feeder Bus Service - Pilot	Year 1 - 250,000 Year 2 - see Policy #28.a-h.
28 i.	Shuttle/Feeder Bus Service – Pilot in CARE Areas or PDAs	Years 1 & 2 - 500,000 Year 3 - see Policy #28.a-h.

29	Bicycle Projects	250,000
30	Bike Share	500,000
31	Arterial Management	175,000
32	Smart Growth/Traffic Calming	175,000

3. **Eligible Projects and Case-by-Case Approval:** Eligible projects are those that conform to the provisions of the HSC section 44241, Air District Board-adopted policies, and Air District guidance. On a case-by-case basis, County Program Managers must receive approval by the Air District for projects that are authorized by the HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness but do not fully meet other Board-adopted Policies.

4. **Consistent with Existing Plans and Programs:** All projects must comply with the Transportation Control and Mobile Source Control measures included in the Air District's most recently approved strategies for achieving and maintaining State and national ozone standards, those plans and programs established pursuant to HSC sections 40233, 40717, and 40919; and, when specified, other adopted federal, State, regional, and local plans and programs.

5. **Eligible Recipients:** Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing with the Air District (Policies #8-10).

    a. **Public agencies** are eligible to apply for all project categories.

    b. **Non-public entities** are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle and infrastructure projects, and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7).

6. **Readiness:** Projects must commence by the end of calendar year 2018. For purposes of this policy, "commence" means a tangible action taken in connection with the project's operation or implementation, for which the grantee can provide documentation of the commencement date and action performed. "Commence" can mean the issuance of a purchase order to secure project vehicles and equipment, commencement of shuttle/feeder bus and ridesharing service, or the delivery of the award letter for a construction contract.

7. **Maximum Two Years Operating Costs:** Unless otherwise specified in policies #22 through #32, TFCA County Program Manager Funds may be used to support up to two years of operating costs for service-based projects (e.g., ridesharing, shuttle and feeder bus service). Grant applicants that seek TFCA funds for additional years must reapply for funding in the subsequent funding cycles.

APPLICANT IN GOOD STANDING

8. **Independent Air District Audit Findings and Determinations:** Grantees who have failed either the fiscal audit or the performance audit for a prior TFCA-funded project awarded by either County Program Managers or the Air District are excluded from receiving an award of any TFCA funds for three (3) years from the date of the Air District's final audit determination in accordance with HSC section 44242 or for a duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed fiscal audit means a final audit report that includes an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance audit means that the program or project was not implemented in accordance with the applicable Funding Agreement or grant agreement.

    A failed fiscal or performance audit of the County Program Manager or its grantee may subject the County Program Manager to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC section 44242(c)(3).

9. **Authorization for County Program Manager to Proceed:** Only a fully executed Funding Agreement (i.e., signed by both the Air District and the County Program Manager) constitutes the Air District's award of County Program Manager Funds. County Program Managers may incur costs (i.e., contractually obligate itself to allocate County Program Manager Funds) only after the Funding Agreement with the Air District has been executed.
10. **Maintain Appropriate Insurance:** Both the County Program Manager and each grantee must obtain and maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with required coverage amounts provided in Air District guidance and final amounts specified in the respective grant agreements.

INELIGIBLE PROJECTS

11. **Duplication:** Duplicative projects are not eligible. Projects that propose to expand and achieve additional emission reductions of existing projects are eligible (e.g., shuttle service or route expansion, previously-funded project that has completed its Project Useful Life).
12. **Planning Activities:** A grantee may not use any TFCA funds for planning related activities unless they are directly related to the implementation of a project or program that result in emission reductions.
13. **Employee Subsidies:** Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively to the grantee's employees are not eligible.
14. **Cost of Developing Proposals:** Grantees may not use any TFCA funds to cover the costs of developing grant applications.

USE OF TFCA FUNDS

15. **Combined Funds**: Unless otherwise specified in policies #22 through #32, TFCA County Program Manager Funds may not be combined with TFCA Regional Funds to fund a County Program Manager Fund project. Projects that are funded by the TFCA County Program Manager Fund are not eligible for additional funding from other funding sources that claim emissions credits. For example, County Program Manager-funded projects may be combined with Congestion Mitigation and Air Quality (CMAQ) funds because CMAQ does not require emissions reductions for funding eligibility.
16. **Administrative Costs**: The County Program Manager may not expend more than 6.25 percent of its County Program Manager Funds for its administrative costs. The County Program Manager's costs to prepare and execute its Funding Agreement with the Air District are eligible administrative costs. Interest earned on County Program Manager Funds shall not be included in the calculation of the administrative costs. To be eligible for reimbursement, administrative costs must be clearly identified in the expenditure plan application and in the Funding Agreement, and must be reported to the Air District.
17. **Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year, unless a County Program Manager has made the determination based on an application for funding that the eligible project will take longer than two years to implement. Additionally, a County Program Manager may, if it finds that significant progress has been made on a project, approve no more than two one-year schedule extensions for a project. Any subsequent schedule extensions for projects can only be given on a case-by-case basis, if the Air District finds that significant progress has been made on a project, and the Funding Agreement is amended to reflect the revised schedule.
18. **Unallocated Funds:** Pursuant to HSC 44241(f), any County Program Manager Funds that are not allocated to a project within six months of the Air District Board of Directors approval of the County Program Manager's Expenditure Plan may be allocated to eligible projects by the Air District. The Air

District shall make reasonable effort to award these funds to eligible projects in the Air District within the same county from which the funds originated.

19. Reserved.

20. Reserved.

21. Reserved.

ELIGIBLE PROJECT CATEGORIES

22. **Alternative Fuel Light-Duty Vehicles:**

These projects are intended to accelerate the deployment of qualifying alternative fuel vehicles that operate within the Air District's jurisdiction. All of the following conditions must be met for a project to be eligible for TFCA funds:

a. Vehicles purchased and/or leased have a gross vehicle weight rating (GVWR) of 14,000 lbs. or lighter.

b. Vehicles are 2017 model year or newer

i. hybrid-electric, electric, fuel cell, and CNG/LNG vehicles that are certified by the California Air Resources Board (CARB) as meeting established super ultra-low emission vehicle (SULEV), partial zero emission vehicle (PZEV), advanced technology-partial zero emission vehicle (AT-PZEV), or zero emission vehicle (ZEV) standards; or

ii. electric neighborhood vehicles (NEV) as defined in the California Vehicle Code.

c. Vehicles must be maintained and operated within the Air District's jurisdiction.

d. The amount of TFCA funds awarded may not exceed 90% of the vehicle's cost after all other grants and applicable manufacturer and local/state/federal rebates and discounts are applied.

Gasoline and diesel (non-hybrid) vehicles are not eligible for TFCA funds. Funds are not available for non-fuel system upgrades, such as transmission and exhaust systems, and should not be included in the cost of the project.

Grantees may request authorization of up to 50% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle.

23. Reserved.

24. **Alternative Fuel Heavy-Duty Vehicles and Buses:**

These projects are intended to accelerate the deployment of qualifying alternative fuel vehicles that operate within the Air District's jurisdiction. All of the following conditions must be met for a project to be eligible for TFCA Funds:

a. Vehicles purchased and/or leased either have a GVWR greater than 14,000 lbs or are classified as urban buses.

b. Vehicles are 2017 model year or newer hybrid-electric, electric, CNG/LNG, and hydrogen fuel cell vehicles approved by the CARB.

c. Vehicles must be maintained and operated within the Air District's jurisdiction.

d. The amount of TFCA funds awarded may not exceed 90% of the vehicle's cost after all other grants and applicable manufacturer and local/state/federal rebates and discounts are applied.

e. Scrapping Requirements: Grantees with a fleet that includes model year 1998 or older heavy-duty diesel vehicles must scrap one model year 1998 or older heavy-duty diesel vehicle for each new vehicle purchased or leased under this grant. Costs related to the scrapping of heavy-duty vehicles are not eligible for reimbursement with TFCA funds.

TFCA funds may not be used to pay for non-fuel system upgrades such as transmission and exhaust systems.

Grantees may request authorization of up to 50% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle.

Projects that seek to replace a vehicle in the same weight-class as the proposed new vehicle, may qualify for additional TFCA funding. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds.

25. **On-Road Goods Movement Truck Replacements:** The project will replace Class 6, Class 7, or Class 8 diesel-powered trucks that have a gross vehicle weight rating (GVWR) of 19,501 lbs. or greater (per vehicle weight classification definition used by Federal Highway Administration (FHWA) with new or used trucks that have an engine certified to the 2010 CARB emissions standards or cleaner. Eligible vehicles are those that are used for goods movement as defined by CARB. The existing trucks must be registered with the California Department of Motor Vehicles (DMV) to an address within the Air District's jurisdiction, and must be scrapped after replacement.

26. **Alternative Fuel Infrastructure:**

    Eligibility: Eligible refueling infrastructure projects include new dispensing and charging facilities, or additional equipment or upgrades and improvements that expand access to existing alternative fuel fueling/charging sites (e.g., electric vehicle, CNG, hydrogen). This includes upgrading or modifying private fueling/charging sites or stations to allow public and/or shared fleet access. TFCA funds may be used to cover the cost of equipment and installation. TFCA funds may also be used to upgrade infrastructure projects previously funded with TFCA funds as long as the equipment was maintained and has exceeded the duration of its useful life after being placed into service.

    TFCA-funded infrastructure projects must be available to and accessible by the public. Equipment and infrastructure must be designed, installed, and maintained as required by the existing recognized codes and standards and as approved by the local/state authority.

    TFCA funds may not be used to pay for fuel, electricity, operation, and maintenance costs.

27. **Ridesharing Projects:** Eligible ridesharing projects provide carpool, vanpool or other rideshare services. Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible under this category.

28. **Shuttle/Feeder Bus Service:**

    These projects are intended to reduce single-occupancy vehicle trips by providing short-distance connections. All of the following conditions must be met for a project to be eligible for TFCA funds:

a. The service must provide direct connections between a mass transit hub (e.g., a rail or Bus Rapid Transit (BRT) station, ferry or bus terminal or airport) and a distinct commercial or employment location.

b. The service's schedule must be coordinated to have a timely connection with corresponding mass transit service.

c. The service must be available for use by all members of the public.

d. TFCA funds may be used to fund only shuttle services to locations that are under-served and lack other comparable service. For the purposes of this policy, "comparable service" means that there exists, either currently or within the last three years, a direct, timed, and publicly accessible service that brings passengers to within one-third (1/3) mile of the proposed commercial or employment location from a mass transit hub. A proposed service will not be deemed "comparable" to an existing service if the passengers' proposed travel time will be at least 15 minutes shorter and at least 33% shorter than the existing service's travel time to the proposed destination;

e. Reserved.

f. Grantees must be either: 1) a public transit agency or transit district that directly operates the shuttle/feeder bus service; or (2) a city, county, or any other public agency.

g. Applicants must submit a letter of concurrence from the transit district or transit agency that provides service in the area of the proposed route, certifying that the service does not conflict with existing service.

h. Each route must meet the cost-effectiveness requirement in Policy #2. Projects that would operate in Highly Impacted Communities or Episodic Areas as defined in the Air District Community Air Risk Evaluation (CARE) Program, or in Priority Development Areas (PDAs), may qualify for funding at a higher cost-effectiveness limit (see Policy #2).

i. **Pilot Shuttle/Feeder Bus Service** projects are defined as routes that are at least 70% unique and where no other service was provided within the past three years. In addition to meeting the conditions listed in Policy #28.a.-h. for shuttle/feeder bus service, pilot shuttle/feeder bus service, project applicants must also comply with the following application criteria and agree to comply with the project implementation requirements:

    i. Provide data and other evidence demonstrating the public's need for the service, including a demand assessment survey and letters of support from potential users. Project applicants must agree to conduct a passenger survey for each year of operation.

    ii. Provide written documentation of plans for financing the service in the future;

    iii. Provide a letter from the local transit agency denying service to the project's proposed service area, which includes the basis for denial of service to the proposed areas. The applicant must demonstrate that the project applicant has attempted to coordinate service with the local service provider and has provided the results of the demand assessment survey to the local transit agency. The applicant must provide the transit service provider's evaluation of the need for the shuttle service to the proposed area.

    iv. Pilot projects located in Highly Impacted Communities as defined in the Air District CARE Program and/or a Planned or Potential PDA may receive a maximum of three years of TFCA Funds under the Pilot designation. For these projects, the project applicants understand and must agree that such projects will be evaluated every

year, and continued funding will be contingent upon the projects meeting the following requirements:

1. During the first year and by the end of the second year of operation, projects must not exceed a cost-effectiveness of $500,000/ton, and
2. By the end of the third year of operation, projects must meet all of the requirements, including cost-effectiveness limit, of Policy #28.a.-h. (existing shuttles).

v. Projects located outside of CARE areas and PDAs may receive a maximum of two years of TFCA Funds under this designation. For these projects, the project applicants understand and must agree that such projects will be evaluated every year, and continued funding will be contingent upon the projects meeting the following requirements:

1. By the end of the first year of operation, projects shall meet a cost-effectiveness of $250,000/ton, and
2. By the end of the second year of operation, projects shall meet all of the requirements, including cost-effectiveness limit, of Policy #28.a-h. (existing shuttles).

29. **Bicycle Projects:**

New bicycle facility projects or upgrades to an existing bicycle facility that are included in an adopted countywide bicycle plan, Congestion Management Program (CMP), countywide transportation plan (CTP), city plan, or the Metropolitan Transportation Commission's (MTC) Regional Bicycle Plan are eligible to receive TFCA funds. Projects that are included in an adopted city general plan or area-specific plan must specify that the purpose of the bicycle facility is to reduce motor vehicle emissions or traffic congestion. A project that proposes to upgrade an existing bicycle facility is eligible only if that project involves converting an existing Class-2 or Class-3 facility to a Class-1 or Class-4 facility.

Eligible projects are limited to the following types of bicycle facilities for public use that result in motor vehicle emission reductions:

a. New Class-1 bicycle paths;
b. New Class-2 bicycle lanes;
c. New Class-3 bicycle routes;
d. New Class-4 cycle tracks or separated bikeways;
e. Upgraded Class-1 or Class-4 bicycle facilities;
f. Bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels;
g. Electronic bicycle lockers;
h. Capital costs for attended bicycle storage facilities; and
i. Purchase of two-wheeled or three-wheeled vehicles (self-propelled or electric), plus mounted equipment required for the intended service and helmets.
j. Reserved.

All bicycle facility projects must, where applicable, be consistent with design standards published in the California Highway Design Manual, or conform to the provisions of the Protected Bikeway Act of 2014.

30. **Bike Share:**

Projects that make bicycles available to individuals for shared use for completing first- and last-mile trips in conjunction with regional transit and stand-alone short distance trips are eligible for TFCA funds, subject to all of the following conditions:

a. Projects must either increase the fleet size of existing service areas or expand existing service areas to include new Bay Area communities.

b. Projects must have a completed and approved environmental plan and a suitability study demonstrating the viability of bicycle sharing.

c. Projects must have shared membership and/or be interoperable with the Bay Area Bike Share (BABS) project when they are placed into service, in order to streamline transit for end users by reducing the number of separate operators that would comprise bike trips. Projects that meet one or more of the following conditions are exempt from this requirement:

i. Projects that do not require membership or any fees for use, or

ii. Projects that were provided funding under MTC's Bike Share Capital Program to start a new or expand an existing bike share program; or.

iii. Projects that attempted to coordinate with, but were refused by, the current BABS operator to have shared membership or be interoperable with BABS. Applicants must provide documentation showing proof of refusal.

Projects may be awarded FYE 2018 TFCA funds to pay for up to five years of operations.

31. **Arterial Management:**

Arterial management grant applications must identify a specific arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Projects that provide routine maintenance (e.g., responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funds. Incident management projects on arterials are eligible to receive TFCA funds. Transit improvement projects include, but are not limited to, bus rapid transit and transit priority projects. Signal timing projects are eligible to receive TFCA funds. Each arterial segment must meet the cost-effectiveness requirement in Policy #2.

Physical improvements that support development projects and/or calm traffic, resulting in motor vehicle emission reductions, are eligible for TFCA funds, subject to the following conditions:

a. The development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, pedestrian plan, traffic-calming plan, or other similar plan.

b. The project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District plan for State and national ambient air quality standards. Pedestrian projects are eligible to receive TFCA funds.

c. The project must have a completed and approved environmental plan. If a project is exempt from preparing an environmental plan as determined by the public agency or lead agency, then that project has met this requirement.

Traffic calming projects are limited to physical improvements that reduce vehicular speed by design and improve safety conditions for pedestrians, bicyclists or transit riders in residential retail, and employment areas.

DATE:	February 16, 2017
SUBJECT:	Alameda CTC Capital Program Update
RECOMMENDATION:	Receive an update on the Alameda CTC's Capital Program.

Summary

This is an informational item on the status of Alameda CTC's Capital Program. Alameda CTC's mission is to plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. The Commission funds and oversees numerous capital transportation improvement projects throughout Alameda County, with many originating from the 1986, the 2000, and the 2014 Transportation Expenditure Plan (TEP). These projects include Local Streets and Roads, Highway and Arterials, Transit, Goods Movement, and Technology improvements with the goal of providing an effective, efficient, and safe transportation network throughout Alameda County. The Program, as summarized in Appendix A, currently contains 64 active projects directly implemented by Alameda CTC and projects implemented by other jurisdictions within Alameda County across the full spectrum of delivery from scoping through construction. The estimated capital value for projects in the construction phase is $1.4 billion. The total estimated value of funding for active projects in Alameda CTC's Capital Program is $2.7 billion.

Background

Alameda CTC's mission is to plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. The Commission authorizes, funds, and oversees projects eligible for funding for which the Commission has authority to administer and/or program, including the 1986, the 2000, and the 2014 Transportation Expenditure Plan (TEP). These projects include Local Streets and Roads, Highway and Arterials, Transit, Goods Movement, and Technology improvements with the goal of providing an effective, efficient, and safe transportation network throughout Alameda County. The Alameda CTC is currently managing the 64 active capital projects, spanning various stages of delivery including, Scoping, Preliminary Engineering/Environmental, Design, and Construction, as summarized in Appendix A. In addition to performing project management oversight (PMO) for the twenty-six projects

implemented by jurisdictions within Alameda County, Alameda CTC provides Project Management (PM) and delivery of projects and programs which require multi-jurisdictional coordination and/or have significant regional impact.

In Summary

Alameda CTC's Capital Program contains sixteen projects in the Construction Phase with a total construction funding value of $1.4 billion; twelve projects in the Design phase with total funding estimated at $421.8 million; eight projects are in the Preliminary Engineering/Environmental Studies phase with approximately $77.7 million in identified funding; and nineteen projects are in the Scoping phase with approximately $27.8 million in identified funding. Additional project details are available on the Alameda CTC website (http://www.alamedactc.org/app_pages/view/4681).

Since the last Capital Program Update presented in October 2016, notable progress has been made as follows:

Project Funding Agreement (PFA): The CIP FY 16/17 update approved by the Commission in July 2016 authorized the initiation of PFA's for twelve capital projects. To date, two PFA's have been executed, six are in the review process, and four are in the development stage. As part of the oversight process, Alameda CTC participates in the procurements for both professional services and construction contracts initiated by local jurisdictions; providing Local Business Contract Equity support, performing proposal evaluations, and assessing bids. Support is also provided to project managers and invoice preparers to ensure requests for reimbursements are adequately supported and rework minimized.

Anticipated Construction Advertisements/Awards in 2017: The following projects, many of which received construction capital allocations in the CIP FY 16/17 update, are in the final stage of the design phase and anticipate advertising and/or awarding a construction contract in 2017.

1. **Hesperian Boulevard Corridor Improvement (A Street – I-880) – (Project No. 1468.014):** This project, located between the Cities of Hayward and San Leandro from A Street to the I-880 overcrossing, will include roadway resurfacing, drought resistant landscaping, Class II bicycle lanes, public transit enhancements, upgraded traffic signals, highlighted crosswalks, and many other complete street elements to improve traffic safety and provide congestion relief while further establishing a livable community that benefit motorists, pedestrians, bicyclists, and the San Lorenzo commercial corridor.

   Sponsor: Alameda County Public Works Agency; Advertised: January 2017; Target Award: Spring 2017.

2. **Dublin Widening, WB from 2 to 3 Lanes (Sierra Ct-Dougherty Rd) – (Project No. 1468.016):** This project, in the City of Dublin, will widen Dublin Boulevard from Sierra Court to Dublin Court in the westbound direction from two to three lanes. The project also includes the construction of Class II bike lane and will also upgrade all signals in this segment, including enhanced detection for bicyclists in left turn lanes. The expansion of this arterial will alleviate congestion and address current traffic conflicts.

   Sponsor: City of Dublin; Target Advertise: Summer 2017.

3. **Downtown Oakland Streetscape Improvement (Project No. 1190.000):** This project will replace existing sidewalks, add traffic calming bulb-outs, replace curb and gutter at locations and add pedestrian amenities along Broadway, Latham Square - Inner Telegraph Avenue and Washington Street in downtown Oakland. The final phase, Old Oakland Streetscape, will include new brick sidewalks, historic lighting, and pedestrian amenities on the west side of Washington Street from 7th Street to 9th Street.

   Sponsor: City of Oakland; Target Advertise: Summer 2017.

4. **Warm Springs BART - West Side Access (Project No. 1467.000):** This project consists of construction of a pedestrian/bicycle bridge that will connect the west side of the new Warm Springs/South Fremont BART station to a one acre at ground entry plaza. The plaza will provide a landing area for the bridge's staircase, escalators, and elevator, and, in addition, will be a public space that will provide a setting for community gatherings and outdoor activities.

   Sponsor: City of Fremont; Target Advertise: Winter 2017.

5. **Mission Boulevard Phases 2 and 3 (Complete Streets) – (Project No. 1468.017):** Phase 2 includes the 1.5 mile segment of Mission Boulevard between Industrial Parkway and the Hayward/Union City boundary and Phase 3 includes the 0.5 mile segment of Mission Boulevard between A Street and the Hayward/San Leandro boundary at Rose Street. Proposed improvements include pavement rehabilitation, new bike lanes, undergrounding of existing overhead utility lines, and traffic signal installation as well as upgrades.

   Sponsor: City of Hayward; Target Advertise: Summer 2017.

6. **Oakland Army Base Roadway Infrastructure (Truck Parking) – (Project No. 1468.018):** The Truck Parking component of the Oakland Army Base Public Improvement Project will provide needed trucking facilities mandated under the Bay Conservation and Development Commission (BCDC) Sea Port Plan to support ongoing operations of the Port of Oakland and the new Trade and Logistics uses at the former Oakland Army Base.

Sponsor: City of Oakland; Target Advertise: Summer 2017.

7. **14th Avenue Streetscape (Project No. 1473.000):** The project consists of streetscape improvements, including traffic signal pole upgrades, median/roadway reconfiguration, pavement work, bike lane striping, sidewalk and curb & gutter replacement, updating crosswalks, ramps, pedestrian lighting, and landscaping, along 14th Ave, from E. 8th/E. 12th Street to E. 27th Street. Construction will occur in three phases. Phase 1-14th Avenue from E. 8th Street/E. 12th Street to International Blvd.; Phase 2 -14th Avenue from International Blvd to E. 19th Street; and Phase 3 - 14th Avenue from E. 19th Street to E. 27th Street. Phase 2 construction is already underway.

   Sponsor: City of Oakland; Target Advertise–Phase 1: Summer 2017.

8. **I-680 Sunol Express Lane – Northbound (Project No. 1369.000):** Alameda CTC is the sponsor for this project which will construct a HOV/Express Lane on northbound I-680 from the SR 237 interchange in Santa Clara County to north of the SR 84 interchange in Alameda County. Environmental approval for the full length of the 15 mile corridor was obtained in July 2015. Alameda CTC has approved a funding strategy to deliver an initial construction phase (Phase 1), inside the available parameters, to provide operational benefits and expedite congestion relief in the corridor. Phase 1 of the project will add a new HOV/Express Lane between Auto Mall Parkway and SR 84. Final Design of the Phase 1 modified civil design package is currently underway.

   Sponsor: Alameda CTC; Target Advertise–Summer 2017.

Construction Progress: The following six projects are in the construction phase. Although progress reports have cited this winter's inclement weather delaying construction activities such earthwork, striping, and paving, there is currently no significant overall schedule delay reported due to the weather.

1. **Telegraph Avenue Corridor Bus Rapid Transit (Project No. 1193.001):** AC Transit held a ground breaking ceremony on August 26 2016 for the third and final bid package. Construction activities in San Leandro is currently underway. Major construction is scheduled to begin in Oakland in February. This project is anticipated to complete construction in summer 2018.

2. **Oakland Army Base Roadway Infrastructure (Project No. 1468.021):** The infrastructure improvements include the reconstruction, realignment and construction of local streets and roads, including Maritime Street, Burma Road, Wake Avenue, and Engineers Road. Other improvements also include appurtenant roadway facilities related to roadway drainage and access to adjacent properties within the intermodal facility boundaries, and utility facilities

within the roadway corridor. These infrastructure improvements contribute to the larger redevelopment improvements of the former Oakland Army Base area to develop a state-of-the-art intermodal facility to the benefit of the City, County and State. This project is anticipated to complete construction in fall 2018.

3. **I-880 North Safety and Operational Improvements at 23rd - 29th (Project No. 1367.000):** This project will provide operational and safety improvements on I-880 at the existing overcrossings of 23rd and 29th Avenues in the City of Oakland. Improvements include replacement of the freeway overcrossing structures, safety improvements at the northbound on and off ramps and the freeway mainline. Alameda CTC as project sponsor, is providing construction management oversight in coordination with Caltrans. This project is anticipated to complete construction in fall 2018.

4. **Route 84 Expressway Widening – South Segment (Project No. 1367.000):** This project involves widening a 2.4 mile section of State Route (SR) 84 (Isabel Avenue) from Ruby Hill Drive to Concannon Boulevard from two lanes to four lanes. Construction is anticipated to be completed in fall 2018.

5. **Iron Horse Transit Route (Dougherty Road Widening) – (Project No. 1195.000):** The project will widen Dougherty Road from the northern boundary of the City of Dublin to the vicinity of Scarlett Drive from four to six lanes to accommodate buses and includes Class II bike lanes within the limits of the project to accommodate bicyclists. Construction began July 2016 and is anticipated to be completed in fall 2018.

6. **BART Warm Springs Extension (Project No. 1188.000):** Revenue operations will commence upon completion of system testing.

Fiscal Impact: There is no fiscal impact.

Attachments

A. Alameda CTC Capital Program Summary

Staff Contact

Trinity Nguyen, Director of Project Delivery

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Alameda CTC Capital Program Summary																	
							Construction Schedule (Note 4)		Project Funding Sources ($ x million) (Note 5)								
									Alameda CTC Administered Funds			Leveraged Funds					
Index	AlaCTC Project No.	Project Name	Project Sponsor	Implementation Method (Note 1)	Program (Note 2)	Current Phase (Note 3)	Begin	End	1986 MB (ACTA)	2000 MB (ACTIA)	2014 MBB[6]	Federal	State	Regional	Other Local	Other	Total Funding (All Sources)
1	1429.000	Alameda to Fruitvale BART Rapid Bus	AC Transit	PMO	2014 MBB	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	**0.1**
2	1430.000	Grand/MacArthur BRT	AC Transit	PMO	2014 MBB	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	**0.1**
3	1431.000	College/Broadway Corridor Transit Priority	AC Transit	PMO	2014 MBB	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	**0.1**
4	1433.000	Bay Fair Connector/BART METRO	BART	PMO	2014 MBB	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	**0.1**
5	1437.000	Union City Intermodal Station	Union City	PMO	2014 MBB	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	**0.1**
6	1439.000	Oakland Broadway Corridor Transit	Oakland	PMO	2014 MBB	Scoping	TBD	TBD	0.0	0.0	0.6	0.0	0.3	0.0	0.0	0.0	**0.9**
7	1213.005	Studies for Congested Segments/Locations on the CMP Network	Alameda CTC	PM	2000 MB	Scoping	N/A	N/A	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	**0.6**
8	1180.000	Central Alameda County Freeway System Operational Analysis	Alameda CTC	PM	1986 MB	Scoping	N/A	N/A	5.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	**5.7**
9	1382.000	I-680/I-880 Cross Connector Studies (Study Only)	Alameda CTC	PM	2000 MB	Scoping	N/A	N/A	0.0	1.2	0.0	0.0	1.0	0.0	0.3	0.0	**2.5**
10	1448.000	I-580/I-680 Interchange Improvements (Study)	Alameda CTC	PM	2014 MBB	Scoping	TBD	TBD	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	**1.0**
11	1451.000	I-880 NB HOV/HOT Extension from A Street to Hegenberger	Alameda CTC	PM	2014 MBB	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	**0.1**
12	1453.000	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Alameda CTC	PM	2014 MBB	Scoping	TBD	TBD	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	**0.9**
13	1454.000	I-880 Industrial Parkway Interchange Improvements	Alameda CTC	PM	2014 MBB	Scoping	TBD	TBD	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	**0.8**
14	TBD	SR262 (Mission Blvd) Cross Connector	Alameda CTC	PM	2014 MBB	Scoping	TBD	TBD	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	**1.5**
15	TBD	E 14th/Mission Multimodal Corridor Project	Alameda CTC	PM	2014 MBB	Scoping	TBD	TBD	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	**1.5**
16	TBD	San Pablo (SR 123) Multimodal Corridor Project	Alameda CTC	PM	2014 MBB	Scoping	TBD	TBD	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	**3.0**
17	TBD	Telegraph Multimodal Corridor	Alameda CTC	PM	2014 MBB	Scoping	TBD	TBD	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	**2.3**
18	TBD	I-580 Freeway Corridor Management System	Alameda CTC	PM	2014 MBB	Scoping	TBD	TBD	0.0	0.0	5.1	0.0	0.0	0.0	0.0	0.0	**5.1**
19	TBD	I-880 Winton Ave Interchange	Alameda CTC	PM	2014 MBB	Scoping	TBD	TBD	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	**1.5**
20	1432.000	Irvington BART Station	Fremont	PMO	2014 MBB	PE/Environmental	TBD	TBD	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	**2.7**
21	1445.000	I-80 Ashby Interchange Improvements	Alameda CTC	PM	2014 MBB	PE/Environmental	TBD	TBD	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	**4.0**
22	1435.000	BART to Livermore Extension	BART	PMO	2014 MBB	PE/Environmental	TBD	TBD	0.0	0.0	0.0	0.0	1.6	9.1	0.0	0.9	**11.6**
23	1442.000	7th Street Grade Separation and Port Arterial Improvements	Alameda CTC	PM	2014 MBB	PE/Environmental	TBD	TBD	0.0	0.0	33.0	0.0	0.0	0.0	0.0	0.0	**33.0**
24	1444.000	I-80 Gilman Interchange Improvements	Alameda CTC	PM	2014 MBB	PE/Environmental	TBD	TBD	0.0	0.0	3.0	1.1	0.0	0.0	0.3	0.0	**4.4**
25	1457.001	East Bay Greenway - Lake Merritt to South Hayward	Alameda CTC	PM	2014 MBB	PE/Environmental	TBD	TBD	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	**3.5**
26	1196.000	Oakland/Alameda Freeway Access Project (Formerly I-880/Broadway-Jackson)	Alameda CTC	PM	2000 MB	PE/Environmental	TBD	TBD	0.0	8.1	0.0	0.0	0.0	0.0	2.5	0.0	**10.6**
27	1386.000	Route 84 - Pigeon Pass to I-680 & SR84/I-680 Interchange	Alameda CTC	PM	2000 MB +	PE/Environmental	TBD	TBD	0.0	1.0	4.0	0.0	0.0	0.0	2.9	0.0	**7.9**
28	1211.001	Dumbarton Corridor Improvements (Central Ave Overpass)	Newark	PMO	2000 MB	PS&E (Design)	Jul 2017	Sep 2018	0.0	15.8	0.0	0.0	0.0	0.0	0.6	3.6	**20.0**
29	1205.000	East 14th St/Hesperian Blvd/150th St Intersection Improvement	San Leandro	PMO	2000 MB	PS&E (Design)	Aug 2020	Feb 2021	0.0	3.2	0.0	0.0	0.0	0.0	1.3	0.0	**4.5**
30	1181.000	Castro Valley Local Area Traffic Circulation Improvement (Strobridge Extension)	Alameda County	PMO	1986 MB	PS&E (Design)	Jan 2019	Jan 2021	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**5.0**
31	1177.000	I-880 to Mission Blvd East-West Connector	Alameda CTC	PM	1986 MB	PS&E (Design)	Jun 2018	Dec 2020	88.8	0.0	0.0	0.0	12.0	0.0	11.5	0.0	**112.3**
32	1210.003	Route 84 Expressway - Landscaping	Alameda CTC	PM	2000 MB	PS&E (Design)	Dec 2017	Dec 2019	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	**4.1**
33	1369.000	I-680 Sunol Express Lanes - Northbound (Auto Mall Parkway to SR84)	Alameda CTC	PM	2000 MB +	PS&E (Design)	Sept 2017	Jul 2019	0.0	14.5	20.0	32.6	20.9	0.0	0.0	100.0	**188.0**
34	1364.005	I-680 Sunol Express Lanes - Southbound (Conversion to continuous access)	Alameda CTC	PM	2000 MB	PS&E (Design)	Sept 2017	Jul 2019	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	**20.0**
35	1372.006	I-580 Westbound HOV Lane - Landscaping	Alameda CTC	PM	Other	PS&E (Design)	Dec 2017	Dec 2019	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	**0.4**
36	1376.003	I-880 Southbound HOV Lane Landscaping/Hardscaping	Alameda CTC	PM	Prop 1B	PS&E (Design)	Nov 2017	Nov 2018	0.0	0.1	0.0	0.5	0.4	0.0	0.4	0.0	**1.4**
37	1473.000	14th Ave Streetscape	Oakland	PMO	2014 MBB	PS&E (Design)	Jul 2017	Jul 2019	0.0	0.0	6.6	0.0	0.0	0.0	6.4	0.0	**13.0**
38	1468.019	I-880/42nd-High Street Access Improvements	Oakland	PMO	2014 MBB	PS&E (Design)	June 2018	June 2021	0.0	0.0	10.6	0.0	7.7	0.0	0.1	0.0	**18.4**
39	1467.000	Warm Springs BART - West Side Access	Fremont	PMO	2014 MBB	PS&E (Design)	June 2017	Dec 2018	0.0	0.0	25.0	0.0	0.0	0.0	9.8	0.0	**34.8**
40	1428.000	East Bay Bus Rapid Transit	AC Transit	PMO	2000 MB +	Construction	Nov 2014	Nov 2017[6]	0.0	11.5	10.0	81.4	13.6	60.6	0.3	5.2	**182.5**
41	1195.000	Iron Horse Transit Route (Dougherty Road Widening)	Dublin	PMO	2000 MB	Construction	Jul 2016	Jun 2018	0.0	6.3	11.2	0.0	0.0	0.0	6.0	0.0	**23.5**
42	1468.020	San Leandro Local Streets Rehabilitation	San Leandro	PMO	2014 MBB	Construction	Various	Various	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	**3.0**
43	1187.000	Altamont Commuter Express Rail	SJRRC	PMO	2000 MB	Construction	Various	Various	0.0	13.2	0.0	123.1	155.3	0.0	182.6	0.0	**474.2**
44	1190.000	Downtown Oakland Streetscape Improvement	Oakland	PMO	2000 MB	Construction	Sep 2007	Mar 2018	0.0	6.4	0.0	0.0	0.4	0.0	2.4	0.3	**9.5**
45	1201.000	Route 92/Clawiter - Whitesell Interchange and Reliever Route	Hayward	PMO	2000 MB	Construction	Mar 2015	Oct 2016	0.0	27.0	0.0	0.0	0.0	0.0	3.4	0.0	**30.4**
46	1468.014	Hesperian Blvd Corridor Improvement (A St - I-880)	Alameda County	PMO	2014 MBB	Construction	Sept 2016	Mar 2018	0.0	0.0	7.0	0.0	0.0	0.0	17.6	0.0	**24.6**
47	1468.016	Dublin Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	Dublin	PMO	2014 MBB	Construction	Dec 2016	Oct 2018	0.0	0.0	3.0	0.0	0.0	0.0	4.1	0.0	**7.1**
48	1468.017	Mission Blvd. Phases 2 & 3 (Complete Streets)	Hayward	PMO	2014 MBB	Construction	Apr 2017	Jan 2019	0.0	0.0	21.5	0.0	0.0	0.0	21.9	0.0	**43.4**
49	1468.018	Oakland Army Base Infrastructure Improvements - Truck Parking	Oakland	PMO	2014 MBB	Construction	Jul 2017	Jun 2019	0.0	0.0	5.0	0.0	0.0	0.0	28.0	0.0	**33.0**
50	1468.021	Oakland Army Base Roadway Infrastructure	Oakland	PMO	2014 MBB	Construction	Oct 2013	Jun 2018	0.0	0.0	41.0	1.6	174.8	0.0	43.4	0.0	**260.8**
51	1188.000	BART Warm Springs Extension	BART	PMO	2000 MB	Construction (SI)	Sep 2009	Jun 2017 [6]	0.0	214.5	0.0	0.0	236.4	297.0	19.1	0.0	**767.0**
52	1210.002	Route 84 Expressway - South Segment	Alameda CTC	PM	2000 MB +	Construction	Oct 2015	Dec 2018	0.0	71.9	10.0	0.0	10.0	0.0	10.0	3.5	**105.4**
53	1367.000	I-880 North Safety and Operational Improvements at 23rd and 29th	Alameda CTC	PM	Prop 1B	Construction	Jul 2014	Sept 2018	0.0	4.9	5.0	1.8	79.9	12.3	6.6	0.0	**110.7**

Alameda CTC Capital Program Summary																	
							Construction Schedule (Note 4)		Project Funding Sources ($ x million) (Note 5)								
									Alameda CTC Administered Funds			Leveraged Funds					
Index	AlaCTC Project No.	Project Name	Project Sponsor	Implementation Method (Note 1)	Program (Note 2)	Current Phase (Note 3)	Begin	End	1986 MB (ACTA)	2000 MB (ACTIA)	2014 MBB[6]	Federal	State	Regional	Other Local	Other	Total Funding (All Sources)
54	1387.000	I-80 Integrated Corridor Mobility Project	Alameda CTC	PM	Prop 1B	Construction (SI)	Jun 2011	Sept 2016 [6]	0.0	2.6	0.0	3.2	65.7	1.2	6.0	0.0	**78.7**
55	1373.003	I-580 Express (HOT) Lanes	Alameda CTC	PM	2000 MB	Construction (SI)	Jun 2014	Feb 2016 [6]	0.0	30.0	0.0	8.5	0.0	4.1	10.8	1.7	**55.0**
56	1441.000	Congestion Relief, Local Bridge Seismic Safety	Alameda CTC	PRGM	2014 MBB	Various	TBD	TBD	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	**3.0**
57	1449.000	I-580 Local Interchange Improvement Program	Alameda CTC	PRGM	2014 MBB	Various	TBD	TBD	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	**0.3**
58	1457.000	Gap Closure on Three Major Trails	Alameda CTC	PRGM	2014 MBB	Various	TBD	TBD	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	**0.6**
59	1438.000	Railroad Corridor Right of Way Preservation and Track Improvements	Alameda CTC	PRGM	2014 MBB	Various	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	**0.1**
60	1434.000	BART Station Modernization and Capacity Program	Alameda CTC	PRGM	2014 MBB	Various	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	**0.1**
61	1436.000	Dumbarton Corridor Area Transportation Improvements	Alameda CTC	PRGM	2014 MBB	Various	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	**0.1**
62	1440.000	Capitol Corridor Service Expansion	Alameda CTC	PRGM	2014 MBB	Various	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	**0.1**
63	1442.000	Countywide Freight Corridors	Alameda CTC	PRGM	2014 MBB	Various	TBD	TBD	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	**0.5**
64	1455.000	I-880 Local Access and Safety Improvements	Alameda CTC	PRGM	2014 MBB	Various	TBD	TBD	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	**0.3**
65	1368.004	I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lane	Alameda CTC	PM	Prop 1B	Project Closeout	Nov 2012	Dec 2015	0.0	0.7	0.0	0.2	25.1	5.9	1.6	6.9	**40.4**
66	1372.004	I-580 Westbound HOV Lane - East Segment	Alameda CTC	PM	Prop 1B	Project Closeout	Nov 2012	Mar 2016	0.0	4.4	0.0	6.3	63.1	8.7	0.4	0.0	**82.9**
67	1372.005	I-580 Westbound HOV Lane - West Segment	Alameda CTC	PM	Prop 1B	Project Closeout	Oct 2012	Dec 2015	0.0	1.8	0.0	0.1	52.7	5.8	0.6	0.0	**61.0**
68	1255.000	East Bay Greenway (Coliseum BART to 85th Avenue)	Alameda CTC	PM	Other	Project Closeout	Jul 2013	Jan 2015	0.0	0.0	0.0	1.4	0.0	0.0	3.0	0.0	**4.4**
69	1378.000	Webster Street Smart Corridor	Alameda CTC	PM	Other	Project Closeout	Sep 2012	Jan 2016	0.0	0.0	0.0	0.6	0.0	0.0	1.2	0.0	**1.8**
70	1376.001	I-880 Southbound HOV Lane - South Segment	Alameda CTC	PM	Prop 1B	Project Closeout	Sep 2012	Dec 2015	0.0	0.9	0.0	5.1	52.8	0.0	11.0	0.0	**69.8**
71	1376.002	I-880 Southbound HOV Lane - North Segment	Alameda CTC	PM	Prop 1B	Project Closeout	Nov 2012	Mar 2015	0.0	0.3	0.0	2.7	29.8	0.0	3.9	0.0	**36.7**
72	1174.000	I-880/Mission Blvd (Route 262) Interchange Completion (Phase 1B)	Alameda CTC	PM	1986 MB	Project Closeout	Jul 2012	Mar 2015	3.5	0.0	0.0	3.8	64.3	0.0	23.3	57.3	**152.2**
73	1210.000	Route 84 Expressway - North Segment	Alameda CTC	PM	2000 MB	Project Closeout	Mar 2012	Jun 2014	0.0	20.5	0.0	0.0	16.1	0.0	0.0	0.0	**36.6**
74	1178.000	Route 238/Mission-Foothill-Jackson Corridor Improvement	Alameda CTC	PM	1986 MB	Project Closeout	July 2010	Jul 2013	80.0	0.0	0.0	0.0	0.0	0.0	14.0	6.5	**100.5**
75	1384.001	I-580 San Leandro Landscaping	Alameda CTC	PM	Other	Project Closeout	Jul 2012	May 2013	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	**0.4**
76	1364.004	I-680 Sunol Express Lanes - Southbound	Alameda CTC	PM	2000 MB	Project Closeout	Oct 2008	Apr 2012	0.0	19.7	0.0	5.4	8.0	0.0	8.0	0.0	**41.1**
77	1209.000	Isabel Avenue - Route 84/I-580 Interchange	Alameda CTC	PM	Prop 1B	Project Closeout	Jan 2009	Mar 2012	0.0	25.1	0.0	11.3	44.4	0.0	32.4	0.0	**113.2**
78	1198.000	I-580/Castro Valley Interchange Improvements (Note 6)	Alameda CTC	PM	2000 MB	Project Closeout	Jun 2008	Jun 2011	15.0	11.5	0.0	1.9	4.8	0.0	0.0	0.0	**33.2**
79	1371.000	I-580 Corridor Right of Way Preservation	Alameda CTC	PM	2000 MB	Project Closeout	N/A	N/A	0.0	3.0	0.0	0.0	4.7	111.0	0.0	0.0	**118.7**
80	1368.003	I-580 Corridor Environmental Mitigation	Alameda CTC	PM	Other	Project Closeout	N/A	N/A	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	**2.3**
81	1211.000	Dumbarton Corridor Improvements (Study Only)	San Mateo	PMO	2000 MB	Project Closeout	N/A	N/A	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	**3.6**
								PROJECTS IN CLOSE OUT TOTAL	**98.5**	**91.5**	**0.0**	**39.2**	**365.7**	**133.6**	**99.4**	**70.7**	**898.7**
								ACTIVE PROJECTS TOTAL	**98.8**	**436.8**	**252.8**	**253.7**	**780.1**	**384.7**	**399.1**	**135.2**	**2,741.1**
								PROGRAM TOTAL	**$ 197.3**	**$ 527.7**	**$ 252.8**	**$ 293.0**	**$ 1,145.8**	**$ 518.3**	**$ 498.5**	**$ 205.8**	**$ 3,639.8**

Notes:

1. Project Management (PM), Project Management Oversight (PMO), Program Management (PRGM)
2. Initiating programs are identified. "+" denotes those projects that are specifically named in more than one program.
3. The current phase shown is based on available information as of the date of this update. The Project Closeout phase indicates that construction is complete and the facility is in use by the public while project financial and other closeout requirements are being satisfied.
4. Construction schedules shown are subject to change based on project delivery activities. Begin Construction date shown is typically the expected contract award date.
5. The funding amounts shown are subject to change based on programming and allocation activities by various funding agencies other than the Alameda CTC.
6. End Construction dates for BART or AC Transit capital projects reflect the point at which revenue service is estimated to begin.
7. Project Closeout for the I-580/Castro Valley Interchange Improvements Project (612.0) includes a separate, follow on contract to fulfill a three-year plant maintenance obligation to Caltrans.
8. For named projects in the 2014 TEP,the Measure BB funding shown reflects only allocated funds. For all other projects with Measure BB funding, the amount shown reflects the programmed amount. Projects include Measure B and Measure BB funding and are included in both programs. Under "Other" funding source $105M loan from 2000MB to be paid back from future toll revenues.

DATE:	February 16, 2017
SUBJECT:	I-680 Express Lanes (PN 1369.000): Approval of Construction Cooperative Agreement with the California Department of Transportation (Caltrans).
RECOMMENDATION:	Approve and authorize the Executive Director to enter into a Cooperative Agreement with Caltrans for the construction phase of the I-680 Express Lanes project.

Summary

The I-680 Corridor in Alameda County (from I-580 to Route 237) is one of the most congested corridors in the Bay Area. In particular, the 9-mile segment of northbound I-680 from south of Auto Mall Parkway in Fremont to Route 84 near Pleasanton experiences substantial daily congestion and delays between the hours of 1:30 PM and 7:30 PM. Bottlenecks result in queues that are often four to six miles long with speeds of less than 10 miles per hour, creating essentially a standstill condition. In addition, in the southbound direction, congestion is currently observed at specific locations such as at the State Route 262 -Mission Boulevard (SR 262-Mission) and the Auto Mall Parkway exits.

Alameda CTC has identified two key components that will provide congestion relief for the corridor: (1) a northbound express carpool lane/High Occupancy Toll (HOT) lane from Route 237 in Santa Clara County to Route 84 in Pleasanton (phased implementation); (2) modification of the current limited access toll lanes along the southbound corridor to be converted to continuous access toll. Concurrently, Caltrans is implementing pavement rehabilitation improvements along northbound I-680 between Auto Mall Parkway and Koopman Road.

In consideration of available funding and to achieve maximum cost efficiency, avoid multiple construction contracts and minimize extended inconvenience to the traveling public, Alameda CTC and Caltrans have partnered to deliver the I-680 Express Lanes Project through the design and construction phases. The Project, as designed to be constructed, includes four key components (1) a new High Occupancy Vehicle (HOV)/express lane from south of Auto Mall Parkway to SR 84 (I-680 Northbound Express Lane Phase 1 Modified); (2) modification of the current limited access toll lanes along the southbound corridor from Andrade Road to SR 262 -Mission to be converted to continuous access toll; (3) rehabilitation improvements along northbound I-680 between Auto Mall Parkway and Koopman Road; and (4) integration of the southbound and northbound toll collection system.

The Project is in the final stages of design and obtaining right-of-way and permit clearances. It is anticipated that the project will be advertised in June 2017.

The total construction cost of the combined improvements is $169.5 million which is funded by $38.2 million in State Highway Operation and Protection Program (SHOPP), $13.9 State Traffic Congestion Relief Program (TCRP), and $117.4 million in 2000 Measure B/2014 Measure BB (as shown in Table 1).

Caltrans will advertise, award, and administer (AAA) the construction of the Project. A cooperative agreement is required between the Alameda CTC and Caltrans to document roles, responsibilities and financial commitments of both agencies for construction implementation of the combined improvements described above for the construction phase of the Project.

Background

Express lanes along the I-680 Corridor are included in both the 2000 Measure B (MB) and 2014 Measure BB (MBB) Capital Programs. I-680 corridor has long been a critical element of the Alameda County transportation network, and has recently moved up the list of the most congested corridors in the Bay Area. The emerging congestion and operational deterioration of this major interstate freeway through Alameda County has markedly increased delays, created major cut-through traffic on neighborhood streets, increasing congestion on local roadways, slowed the movement of goods and freight, worsened air quality, and negatively affected the quality of life of commuters and residents.

Currently, there is heavy afternoon congestion on I-680 northbound from Scotts Creek Boulevard to Andrade Road. Traffic studies have confirmed that this heavy congestion is caused by two bottleneck locations affecting northbound I-680 between SR 237 and SR 84 on weekday afternoon/evening commutes between 1:30 PM and 7:30 PM. The first bottleneck is located near Washington Boulevard. The second is at the lane drop near the truck scales located between Sheridan Road and Andrade Road. The congestion on the freeway has spilled onto local streets that parallel the freeway causing significant congestion in the area. In addition, in the southbound direction, congestion is currently observed at specific locations such as at SR 262-Mission and the Auto Mall Parkway exits.

Alameda CTC has identified two key components that will provide congestion relief for the corridor: (1) a northbound express carpool lane/High Occupancy Toll (HOT) lane from Route 237 in Santa Clara County to Route 84 in Pleasanton (I-680 Northbound Express Lane Project); (2) modification of the current limited access toll lanes along the southbound corridor to be converted to continuous access toll (I-680 Southbound Lane Conversion Project). Concurrently, Caltrans is implementing pavement rehabilitation improvements along northbound I-680 between Auto Mall Parkway and Koopman Road (I-680 Rehabilitation Improvements Project).

In consideration of the available project funding and to achieve maximum cost efficiency, avoid multiple construction contracts and minimize extended inconvenience to the traveling public, Alameda CTC and Caltrans have partnered to deliver the

following individual projects as one combined I-680 Express Lanes Project through the design and construction phases.

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

The Project Approval and Environmental Document (PA&ED) for the project was completed in July 2015. The approved Environmental Document and Project Report included studies and analysis for both the full project limits (SR 237 to SR 84) and the initial Phase 1 Modified limits from south of Auto Mall Parkway to SR 84. The initial phase of the project – I-680 Northbound Phase 1 Modified, will add a new HOV/express lane from south of Auto Mall Parkway to SR 84, eliminate the two bottlenecks, and alleviate the congestion on the freeway and local streets.

I-680 Southbound Conversion Project: This project will convert the current limited access toll lanes along the southbound corridor from Andrade Road to SR 262 -Mission to continuous access toll lanes. This modification will improve overall freeway operations and eliminate congestion currently observed at specific locations such as at the SR 262-Mission and the Auto Mall Parkway exits.

I-680 Rehabilitation Improvements Project: This project, sponsored by Caltrans, will implement pavement rehabilitation improvements along northbound I-680 between the Auto Mall Parkway and Koopman Road.

Alameda CTC is the implementing agency for the design, right-of-way acquisition, and utility relocation phases of the I-680 Express Lanes Project. Caltrans will AAA the construction contract for the Project.

The project milestone schedule for the combined improvements is as follows:

- Complete Final Design (PS&E): April 2017
- Construction advertisement: June 2017
- Construction Contract Award: Late 2017
- Construction Complete: Late 2019
- Lane Opening: Late 2019 – Early 2020

The total construction cost of the combined improvements is $169.5 million which is funded by $38.2 million in State Highway Operation and Protection Program (SHOPP), $13.9 State Traffic Congestion Relief Program (TCRP), and $117.4 million in 2000 MB/2014 MBB (as shown in Table 1).

TABLE1: FUNDING SUMMARY (x $1,000)						
			CONSTRUCTION SUPPORT		CONSTR. CAPITAL	TOTAL
SOURCE	FUNDING PARTNER	FUND TYPE	ALAMEDA CTC	CALTRANS	CALTRANS	
State	CALTRANS	SHOPP		$4,200	$34,000	$38,200
State	CALTRANS	TCRP		$13,874	$0	$13,874
Local	ALAMEDA CTC	2000 MB/2014 MBB	$6,440		$111,000*	$117,440
		Total	$6,440	$18,074	$145,000	$169,514

* Total amount dependent upon construction capital bid results and not-to-exceed $120 million.

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

Staff recommends that the Commission authorize the Executive Director to enter into the construction phase cooperative agreement for the I-680 Express Lanes.

Fiscal Impact: The recommended action will result in the encumbrance and subsequent expenditure of up to $120 million of allocated 2000 MB/2014 MBB funds over approximately three years of construction starting with fiscal year 2017/18. This budget is included in the appropriate project funding plans and will be included in the FY 2017/2018 Capital Program Budget.

Attachments

A. Draft Cooperative Agreement 04-2632

Staff Contact

Trinity Nguyen, Director of Project Delivery

COOPERATIVE AGREEMENT COVER SHEET

Work Description

On I-680 from SR-262 (Mission Boulevard) in Fremont to north of the I-680/84 Interchange in Alameda County. Construct HOV/Express Lane and pavement rehabilitation on northbound I-680 and convert southbound I-680 Express Lane from controlled access to continuous access configuration.

Contact Information

CALTRANS

Ron Kiaaina, Project Manager
111 Grand Avenue
Oakland, CA 94623
Office Phone: (510) 286-4193
Mobile Phone: (510) 455-1778
Email: ron.kiaaina@dot.ca.gov

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Trinity Nguyen, Director of Project Delivery
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607
Office Phone: (510) 208-7400
Email: tnguyen@alamedactc.org

Right click on the table below and "Update Field > Update Entire Table" and delete these instructions.

Table of Contents

Please note:
1. Caltrans administered funds must be expended proportionally with all other funds. All project funds must be shown in the Funding Summary. Local funds committed to the project cannot be omitted from the funding summary.
2. ALAMEDA CTC'S R/W Support work is not covered by the Spending Summary.

Draft 1/20/17

COOPERATIVE AGREEMENT

This AGREEMENT, effective on _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

Alameda County Transportation Commission, a California joint powers authority, referred to hereinafter as ALAMEDA CTC.

RECITALS

1. PARTNERS are authorized to enter into a cooperative agreement for improvements to the state highway system (SHS) per the California Streets and Highways Code sections 114 and 130.

2. For the purpose of this AGREEMENT, *on I-680 from SR-262 (Mission Boulevard) in Fremont to north of the I-680/84 Interchange in Alameda County. Construct HOV/Express Lane and pavement rehabilitation on northbound I-680 and convert southbound I-680 Express Lane from controlled access to continuous access configuration*, will be referred to hereinafter as PROJECT. The project scope of work is defined in the PROJECT initiation and approval documents (e.g. Project Study Report, Permit Engineering Evaluation Report, or Project Report).

3. All responsibilities assigned in this AGREEMENT to complete the following PROJECT COMPONENTS will be referred to hereinafter as OBLIGATIONS:

   - CONSTRUCTION SUPPORT
   - CONSTRUCTION CAPITAL

4. This AGREEMENT is separate from and does not modify or replace any other cooperative agreement or memorandum of understanding between PARTNERS regarding the PROJECT.

5. The following work associated with this PROJECT has been completed or is in progress:

   - CALTRANS approved the Environmental Impact Report on July 28, 2015 (Cooperative Agreement No. 04-2568).
   - CALTRANS approved the Environmental Assessment with Finding of No Significant Impact (FONSI) on July 28, 2015 (Cooperative Agreement No. 04-2568).
   - CALTRANS is developing the R/W Certification by March 1, 2017.
   - ALAMEDA CTC is developing the Plans, Specifications and Estimate by March 1, 2017.
   - CALTRANS completed the Project Initiation Document on August 29, 2016 (Cooperative Agreement No. 04-2613).
   - CALTRANS completed the Project Report on July 29, 2015 (Cooperative Agreement No. 04-2568).

6. In this AGREEMENT capitalized words represent defined terms, initialisms, or acronyms.

7. PARTNERS hereby set forth the terms, covenants, and conditions of this AGREEMENT, under which they will accomplish OBLIGATIONS.

RESPONSIBILITIES

Sponsorship

8. CALTRANS and ALAMEDA CTC will co-SPONSOR the PROJECT COMPONENT included in this AGREEMENT in the following percentages.

   CALTRANS 27%

   ALAMEDA CTC 73%

Funding

9. FUNDING PARTNERS, funding sources, funding limits, spending limits, and invoicing/payment details are documented in the FUNDING SUMMARY. The FUNDING SUMMARY is incorporated and made an express part of this AGREEMENT.

   PARTNERS will execute a new FUNDING SUMMARY each time the funding details change. The FUNDING SUMMARY will be executed by a legally authorized representative of the respective PARTNERS. The most current fully executed FUNDING SUMMARY supersedes any previous FUNDING SUMMARY created for this AGREEMENT.

Replacement of the FUNDING SUMMARY will not require an amendment to the body of this AGREEMENT unless the funding changes require it.

10. PARTNERS will not incur costs beyond the funding commitments in this AGREEMENT.

11. Unless otherwise documented in the FUNDING SUMMARY, all fund types contributed to a PROJECT COMPONENT will be spent proportionately within that PROJECT COMPONENT.

12. Unless otherwise documented in the FUNDING SUMMARY, any savings recognized within a PROJECT COMPONENT will be credited or reimbursed, when allowed by policy or law, in proportion to the amount contributed to that PROJECT COMPONENT by each fund type.

13. All costs incurred for WORK except those that are specifically excluded in this AGREEMENT are OBLIGATIONS COSTS. OBLIGATIONS COSTS are to be paid from the funds shown in the FUNDING SUMMARY. Costs that are not OBLIGATIONS COSTS are to be paid by the PARTNER incurring the costs from funds that are outside the scope of this AGREEMENT.

Implementing Agency

14. CALTRANS is the IMPLEMENTING AGENCY for CONSTRUCTION.

15. Any PARTNER responsible for completing WORK shall make its personnel and consultants that prepare WORK available to help resolve WORK-related problems and changes for the entire duration of the PROJECT including PROJECT COMPONENT work that may occur under separate agreements.

CEQA/NEPA Lead Agency

16. CALTRANS is the CEQA Lead Agency for the PROJECT.

17. CALTRANS is the NEPA Lead Agency for the PROJECT.

Environmental Permits, Approvals and Agreements

18. PARTNERS will comply with the commitments and conditions set forth in the environmental documentation, environmental permits, approvals, and applicable agreements as those commitments and conditions apply to each PARTNER's responsibilities in this AGREEMENT.

19. ALAMEDA CTC will fund, develop and execute a new landscaping agreement upon completion of PROJECT.

20. Unless otherwise assigned in this AGREEMENT, the IMPLEMENTING AGENCY for a PROJECT COMPONENT is responsible for all PROJECT COMPONENT WORK associated with coordinating, obtaining, implementing, renewing, and amending the PROJECT permits, agreements, and approvals whether they are identified in the planned project scope of work or become necessary in the course of completing the PROJECT.

21. The PROJECT requires the following environmental requirements/approvals:

ENVIRONMENTAL PERMITS/REQUIREMENTS
Incidental Take Permit – California Department of Fish and Wildlife
1602 California Department of Fish and Wildlife
Federal Endangered Species Act Consultation

Construction

22. As IMPLEMENTING AGENCY for CONSTRUCTION, CALTRANS is responsible for all CONSTRUCTION SUPPORT WORK except those CONSTRUCTION SUPPORT activities and responsibilities that are assigned to another PARTNER in this AGREEMENT and those activities that may be specifically excluded.

23. Physical and legal possession of right-of-way must be completed prior to construction advertisement, unless PARTNERS mutually agree to other arrangements in writing. Right of way conveyances must be completed prior to OBLIGATION COMPLETION, unless PARTNERS mutually agree to other arrangements in writing.

24. CALTRANS will advertise, open bids, award, and approve the construction contract in accordance with the California Public Contract Code and the California Labor Code. By accepting responsibility to advertise and award the construction contract, CALTRANS also accepts responsibility to administer the construction contract.

25. CALTRANS and the local agency having land use jurisdiction adjacent to the project limits will develop and execute a new or amended maintenance agreement prior to OBLIGATION COMPLETION.

26. Upon OBLIGATION COMPLETION, ownership or title to all materials and equipment constructed or installed for the operations and/or maintenance of the SHS within SHS right-of-way as part of WORK become the property of CALTRANS.

    CALTRANS will not accept ownership or title to any materials or equipment constructed or installed outside the SHS right-of-way.

Schedule

27. PARTNERS will manage the schedule for OBLIGATIONS through the work plan included in the PROJECT MANAGEMENT PLAN.

Additional Provisions

28. PARTNERS will perform all OBLIGATIONS in accordance with federal and California laws, regulations, and standards; FHWA STANDARDS; and CALTRANS STANDARDS.

29. Each PARTNER will ensure that personnel participating in OBLIGATIONS are appropriately qualified or licensed to perform the tasks assigned to them.

30. PARTNERS will invite each other to participate in the selection of any consultants who participate in OBLIGATIONS.

31. The IMPLEMENTING AGENCY for a PROJECT COMPONENT will coordinate, prepare, obtain, implement, renew, and amend any encroachment permits needed to complete the PROJECT COMPONENT WORK.

32. If any PARTNER discovers unanticipated cultural, archaeological, paleontological, or other protected resources during WORK, all WORK in that area will stop and that PARTNER will notify all PARTNERS within twenty-four (24) hours of discovery. WORK may only resume after a qualified professional has evaluated the nature and significance of the discovery and a plan is approved for its removal or protection.

33. PARTNERS will hold all administrative drafts and administrative final reports, studies, materials, and documentation relied upon, produced, created, or utilized for the PROJECT in confidence to the extent permitted by law and where applicable, the provisions of California Government Code section 6254.5(e) shall protect the confidentiality of such documents in the event that said documents are shared between PARTNERS.

    PARTNERS will not distribute, release, or share said documents with anyone other than employees, agents, and consultants who require access to complete the PROJECT without the written consent of the PARTNER authorized to release them, unless required or authorized to do so by law.

34. If a PARTNER receives a public records request pertaining to OBLIGATIONS, that PARTNER will notify PARTNERS within five (5) working days of receipt and make PARTNERS aware of any disclosed public documents. PARTNERS will consult with each other prior to the release of any public documents related to the PROJECT.

35. If HM-1 or HM-2 is found during a PROJECT COMPONENT, the IMPLEMENTING AGENCY for that PROJECT COMPONENT will immediately notify PARTNERS.

36. CALTRANS, independent of the PROJECT, is responsible for any HM-1 found within the existing SHS right-of-way. CALTRANS will undertake, or cause to be undertaken, HM MANAGEMENT ACTIVITIES related to HM-1 with minimum impact to the PROJECT schedule.

    The cost for HM MANAGEMENT ACTIVITIES related to HM-1 found within the existing SHS right-of-way is not an OBLIGATIONS COST and CALTRANS will pay, or cause to be paid, all costs for HM-1 ACTIVITIES.

37. If HM-1 is found within the PROJECT limits and outside the existing SHS right-of-way, responsibility for such HM-1 rests with the owner(s) of the parcel(s) on which the HM-1 is found. ALAMEDA CTC, in concert with the local agency having land use jurisdiction over the parcel(s), will ensure that HM MANAGEMENT ACTIVITIES related to HM-1 are undertaken with minimum impact to PROJECT schedule.

    The costs for HM MANAGEMENT ACTIVITIES related to HM-1 found within the PROJECT limits and outside the existing SHS right-of-way are not an OBLIGATIONS COST and will be the responsibility of the owner(s) of the parcel(s) where the HM-1 is located.

38. If HM-2 is found within the PROJECT limits, the public agency responsible for the advertisement, award, and administration (AAA) of the PROJECT construction contract will be responsible for HM MANAGEMENT ACTIVITIES related to HM-2.

39. CALTRANS' acquisition or acceptance of title to any property on which any HM-1 or HM-2 is found will proceed in accordance with CALTRANS' policy on such acquisition.

40. The IMPLEMENTING AGENCY for each PROJECT COMPONENT will furnish PARTNERS with written monthly progress reports during the implementation of OBLIGATIONS in that component.

41. Any PARTNER that is responsible for completing OBLIGATIONS will accept, reject, compromise, settle, or litigate claims arising from those OBLIGATIONS.

42. PARTNERS will confer on any claim that may affect OBLIGATIONS or PARTNERS' liability or responsibility under this AGREEMENT in order to retain resolution possibilities for potential future claims. No PARTNER will prejudice the rights of another PARTNER until after PARTNERS confer on the claim.

43. If the PROJECT expends state or federal funds, each PARTNER will comply with the federal Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards of 2 CFR, Part 200. PARTNERS will ensure that any for-profit party hired to participate in the OBLIGATIONS will comply with the requirements in 48 CFR, Chapter 1, Part 31. When state or federal funds are expended on the PROJECT these principles and requirements apply to all funding types included in this AGREEMENT.

44. PARTNERS will maintain, and will ensure that any party hired by PARTNERS to participate in OBLIGATIONS will maintain, a financial management system that conforms to Generally Accepted Accounting Principles (GAAP), and that can properly accumulate and segregate incurred PROJECT costs and billings.

45. PARTNERS will maintain and make available to each other all OBLIGATIONS-related documents, including financial data, during the term of this AGREEMENT.

    PARTNERS will retain all OBLIGATIONS-related records for three (3) years after the final voucher.

46. PARTNERS have the right to audit each other in accordance with generally accepted governmental audit standards.

    CALTRANS, the state auditor, FHWA (if the PROJECT utilizes federal funds), and ALAMEDA CTC will have access to all OBLIGATIONS-related records of each PARTNER, and any party hired by a PARTNER to participate in OBLIGATIONS, for audit, examination, excerpt, or transcription.

    The examination of any records will take place in the offices and locations where said records are generated and/or stored and will be accomplished during reasonable hours of operation. The auditing PARTNER will be permitted to make copies of any OBLIGATIONS-related records needed for the audit.

    The audited PARTNER will review the draft audit, findings, and recommendations, and provide written comments within thirty (30) calendar days of receipt.

    Upon completion of the final audit, PARTNERS have thirty (30) calendar days to refund or invoice as necessary in order to satisfy the obligation of the audit.

    Any audit dispute not resolved by PARTNERS is subject to mediation. Mediation will follow the process described in the General Conditions section of this AGREEMENT.

47. If the PROJECT expends state or federal funds, each PARTNER will undergo an annual audit in accordance with the Single Audit Act and the federal Office of Management and Budget (OMB) Circular A-133.

48. If the PROJECT expends federal funds, any PARTNER that hires an A&E consultant to perform WORK on any part of the PROJECT will ensure that the procurement of the consultant and the consultant overhead costs are in accordance with Chapter 10 of the *Local Assistance Procedures Manual*.

49. If WORK stops for any reason, each PARTNER will continue to implement all of its applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, or approvals that are in effect at the time that WORK stops, as they apply to each PARTNER's responsibilities in this AGREEMENT, in order to keep the PROJECT in environmental compliance until WORK resumes.

50. The cost of awards, judgments, or settlements generated by OBLIGATIONS is an OBLIGATIONS COST.

51. The cost of legal challenges to the environmental process or documentation is an OBLIGATIONS COSTS.

52. Fines, interest, or penalties levied against a PARTNER are not an OBLIGATIONS COST and will be paid, independent of OBLIGATIONS COST, by the PARTNER whose action or lack of action caused the levy.

53. The cost of any engineering support performed by CALTRANS includes all direct and applicable indirect costs. CALTRANS calculates indirect costs based solely on the type of funds used to pay support costs. State and federal funds administered by CALTRANS are subject to the current Program Functional Rate. All other funds are subject to the current Program Functional Rate and the current Administration Rate. The Program Functional Rate and Administration Rate are adjusted periodically.

54. If the WORK is funded with state or federal funds, any PARTY seeking CALTRANS reimbursement of indirect costs must submit an indirect cost rate proposal and central service cost allocation plan (if any) in accordance with 2 CFR, Part 200 and Chapter 5 of the Local Assistance Procedures Manual. These documents are to be submitted annually to Caltrans' Audits and Investigations for review and acceptance prior to CALTRANS' reimbursement of indirect costs.

55. If there are insufficient funds available in this AGREEMENT to place PROJECT right-of-way in a safe and operable condition, the appropriate IMPLEMENTING AGENCY will fund these activities until such time as PARTNERS amend this AGREEMENT.

    That IMPLEMENTING AGENCY may request reimbursement for these costs during the amendment process.

GENERAL CONDITIONS

56. PARTNERS understand that this AGREEMENT is in accordance with and governed by the Constitution and laws of the State of California. This AGREEMENT will be enforceable in the State of California. Any PARTNER initiating legal action arising from this AGREEMENT will file and maintain that legal action in the Superior Court of the county in which the CALTRANS district office that is signatory to this AGREEMENT resides, or in the Superior Court of the county in which the PROJECT is physically located.

57. All CALTRANS' OBLIGATIONS under this AGREEMENT are subject to the appropriation of resources by the Legislature, the State Budget Act authority, and the allocation of funds by the California Transportation Commission.

58. Neither ALAMEDA CTC nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS under this AGREEMENT. It is understood and agreed that CALTRANS, to the extent permitted by law, will defend, indemnify, and save harmless ALAMEDA CTC and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under this AGREEMENT.

59. Neither CALTRANS nor any officer or employee thereof is responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by ALAMEDA CTC, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon ALAMEDA CTC under this AGREEMENT. It is understood and agreed that ALAMEDA CTC, to the extent permitted by law, will defend, indemnify, and save harmless CALTRANS and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by ALAMEDA CTC, its contractors, sub-contractors, and/or its agents under this AGREEMENT.

60. PARTNERS do not intend this AGREEMENT to create a third party beneficiary or define duties, obligations, or rights in parties not signatory to this AGREEMENT. PARTNERS do not intend this AGREEMENT to affect their legal liability by imposing any standard of care for fulfilling OBLIGATIONS different from the standards imposed by law.

61. PARTNERS will not assign or attempt to assign OBLIGATIONS to parties not signatory to this AGREEMENT without an amendment to this AGREEMENT.

62. ALAMEDA CTC will not interpret any ambiguity contained in this AGREEMENT against CALTRANS. ALAMEDA CTC waives the provisions of California Civil Code section 1654.

    A waiver of a PARTNER's performance under this AGREEMENT will not constitute a continuous waiver of any other provision.

63. A delay or omission to exercise a right or power due to a default does not negate the use of that right or power in the future when deemed necessary.

64. If any PARTNER defaults in its OBLIGATIONS, a non-defaulting PARTNER will request in writing that the default be remedied within thirty (30) calendar days. If the defaulting PARTNER fails to do so, the non-defaulting PARTNER may initiate dispute resolution.

65. PARTNERS will first attempt to resolve AGREEMENT disputes at the PROJECT team level. If they cannot resolve the dispute themselves, the CALTRANS district director and the executive officer of ALAMEDA CTC will attempt to negotiate a resolution. If PARTNERS do not reach a resolution, PARTNERS' legal counsel will initiate mediation. PARTNERS agree to participate in mediation in good faith and will share equally in its costs.

    Neither the dispute nor the mediation process relieves PARTNERS from full and timely performance of OBLIGATIONS in accordance with the terms of this AGREEMENT. However, if any PARTNER stops fulfilling OBLIGATIONS, any other PARTNER may seek equitable relief to ensure that OBLIGATIONS continue.

    Except for equitable relief, no PARTNER may file a civil complaint until after mediation, or forty-five (45) calendar days after filing the written mediation request, whichever occurs first.

    PARTNERS will file any civil complaints in the Superior Court of the county in which the CALTRANS district office signatory to this AGREEMENT resides or in the Superior Court of the county in which the PROJECT is physically located.

66. PARTNERS maintain the ability to pursue alternative or additional dispute remedies if a previously selected remedy does not achieve resolution.

67. If any provisions in this AGREEMENT are found by a court of competent jurisdiction to be, or are in fact, illegal, inoperative, or unenforceable, those provisions do not render any or all other AGREEMENT provisions invalid, inoperative, or unenforceable, and those provisions will be automatically severed from this AGREEMENT.

68. If during performance of WORK additional activities or environmental documentation is necessary to keep the PROJECT in environmental compliance, PARTNERS will amend this AGREEMENT to include completion of those additional tasks.

69. Except as otherwise provided in the AGREEMENT, PARTNERS will execute a formal written amendment if there are any changes to OBLIGATIONS.

70. When WORK performed on the PROJECT is done under contract and falls within the Labor Code section 1720(a)(1) definition of "public works" in that it is construction, alteration, demolition, installation, or repair; or maintenance work under Labor Code section 1771, PARTNERS shall conform to the provisions of Labor Code sections 1720 through 1815, and all applicable provisions of California Code of Regulations found in Title 8, Division 1, Chapter 8, Subchapter 3, Articles 1-7. PARTNERS shall include prevailing wage requirements in contracts for public work and require contractors to include the same prevailing wage requirements in all subcontracts. Work performed by a PARTNER's own employees is exempt from the Labor Code's Prevailing Wage requirements.

71. If WORK is paid for, in whole or part, with federal funds and is of the type of work subject to federal prevailing wage requirements, PARTNERS shall conform to the provisions of the Davis-Bacon and Related Acts, 40 U.S.C. § 276(a).

    When applicable, PARTNERS shall include federal prevailing wage requirements in contracts for public work. WORK performed by a PARTNER's employees is exempt from federal prevailing wage requirements.

72. PARTNERS agree to sign a CLOSURE STATEMENT to terminate this AGREEMENT. However, all indemnification, document retention, audit, claims, environmental commitment, legal challenge, maintenance and ownership articles will remain in effect until terminated or modified in writing by mutual agreement or expire by the statute of limitations.

73. PARTNERS intend this AGREEMENT to be their final expression that supersedes any oral understanding or writings pertaining to the OBLIGATIONS. The requirements of this AGREEMENT shall preside over any conflicting requirements in any documents that are made an express part of this AGREEMENT.

DEFINITIONS

AGREEMENT – This agreement including any attachments, exhibits, and amendments.

CALTRANS STANDARDS – CALTRANS policies and procedures, including, but not limited to, the guidance provided in the Project Development Procedures Manual (PDPM) and the CALTRANS Workplan Standards Guide for the Delivery of Capital Projects (WSG) [which contains the CALTRANS Work Breakdown Structure (WBS) and was previously known as the WBS Guide] and is available at http://www.dot.ca.gov/hq/projmgmt/guidance.htm.

CEQA (California Environmental Quality Act) – The act (California Public Resources Code, sections 21000 et seq.) that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those significant impacts, if feasible.

CFR (Code of Federal Regulations) – The general and permanent rules published in the Federal Register by the executive departments and agencies of the federal government.

CONSTRUCTION – See PROJECT COMPONENT.

CONSTRUCTION CAPITAL – See PROJECT COMPONENT.

CONSTRUCTION SUPPORT – See PROJECT COMPONENT.

CLOSURE STATEMENT – A document signed by PARTNERS that verifies the completion of all OBLIGATIONS included in this AGREEMENT and in all amendments to this AGREEMENT.

FHWA – Federal Highway Administration.

FHWA STANDARDS – FHWA regulations, policies and procedures, including, but not limited to, the guidance provided at www.fhwa.dot.gov/topics.htm.

FUNDING PARTNER – A PARTNER that commits funds in this AGREEMENT to fulfill OBLIGATIONS. A FUNDING PARTNER accepts the responsibility to provide the funds it commits in this Agreement.

FUNDING SUMMARY – An executed document that names FUNDING PARTNER(S), includes a FUNDING TABLE, SPENDING SUMMARY, deposit amounts, and invoicing and payment methods.

FUNDING TABLE – The table that designates funding sources, types of funds, and the PROJECT COMPONENT in which the funds are to be spent. Funds listed on the FUNDING TABLE are “not-to-exceed” amounts for each FUNDING PARTNER.

GAAP (Generally Accepted Accounting Principles) – Uniform minimum standards and guidelines for financial accounting and reporting issued by the Federal Accounting Standards Advisory Board that serve to achieve some level of standardization. See http://www.fasab.gov/accepted.html.

HM-1 – Hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law whether it is disturbed by the PROJECT or not.

HM-2 – Hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law only if disturbed by the PROJECT.

HM MANAGEMENT ACTIVITIES – Management activities related to either HM-1 or HM-2 including, without limitation, any necessary manifest requirements and disposal facility designations.

IMPLEMENTING AGENCY – The PARTNER responsible for managing the scope, cost, and schedule of a PROJECT COMPONENT to ensure the completion of that component.

NEPA (National Environmental Policy Act of 1969) – This federal act establishes a national policy for the environment and a process to disclose the adverse impacts of projects with a federal nexus.

OBLIGATIONS – All WORK responsibilities and their associated costs.

OBLIGATION COMPLETION – PARTNERS have fulfilled all OBLIGATIONS included in this AGREEMENT and have signed a CLOSURE STATEMENT.

OBLIGATIONS COST(S) – The cost(s) to complete the responsibilities assigned in this AGREEMENT. Costs that are specifically excluded in this AGREEMENT or that are not incurred in the performance of the responsibilities in this AGREEMENT are not OBLIGATIONS COSTS.

OBLIGATIONS COSTS are to be paid from the funds shown in the FUNDING SUMMARY. Costs that are not OBLIGATIONS COSTS are to be paid by the party that incurs the cost from funds that are outside the scope of this AGREEMENT.

PARTNER – Any individual signatory party to this AGREEMENT.

PARTNERS – The term that collectively references all of the signatory agencies to this AGREEMENT. This term only describes the relationship between these agencies to work together to achieve a mutually beneficial goal. It is not used in the traditional legal sense in which one PARTNER's individual actions legally bind the other PARTNER.

PROJECT COMPONENT – A distinct portion of the planning and project development process of a capital project as outlined in California Government Code, section 14529(b).

- PID (Project Initiation Document) – The work required to deliver the project initiation document for the PROJECT in accordance with CALTRANS STANDARDS.
- PA&ED (Project Approval and Environmental Document) – The work required to deliver the project approval and environmental documentation for the PROJECT in accordance with CALTRANS STANDARDS.
- PS&E (Plans, Specifications, and Estimate) – The work required to deliver the plans, specifications, and estimate for the PROJECT in accordance with CALTRANS STANDARDS.
- R/W (Right of Way) –The project components for the purpose of acquiring real property interests for the PROJECT in accordance with CALTRANS STANDARDS.
    - R/W (Right of Way) SUPPORT –The work required to obtain all property interests for the PROJECT.
    - R/W (Right of Way) CAPITAL – The funds for acquisition of property rights for the PROJECT.
- CONSTRUCTION – The project components for the purpose of completing the construction of the PROJECT in accordance with CALTRANS STANDARDS.
    - CONSTRUCTION SUPPORT – The work required for the administration, acceptance, and final documentation of the construction contract for the PROJECT.
    - CONSTRUCTION CAPITAL – The funds for the construction contract.

PROJECT MANAGEMENT PLAN – A group of documents used to guide the PROJECT's execution and control throughout that project's lifecycle.

QMP (Quality Management Plan) – An integral part of the PROJECT MANAGEMENT PLAN that describes IMPLEMENTING AGENCY's quality policy and how it will be used.

SHS (State Highway System) – All highways, right-of-way, and related facilities acquired, laid out, constructed, improved, or maintained as a state highway pursuant to constitutional or legislative authorization.

SPENDING SUMMARY – A table that identifies the funds available for expenditure by each PARTNER. The table shows the maximum reimbursable expenditure for each PARTNER in each PROJECT COMPONENT.

SPONSOR – Any PARTNER that accepts the responsibility to establish scope of the PROJECT and the obligation to secure financial resources to fund the PROJECT COMPONENTS in this AGREEMENT. A SPONSOR is responsible for adjusting the PROJECT scope to match committed funds or securing additional funds to fully fund the PROJECT COMPONENTS in this AGREEMENT. If this AGREEMENT has more than one SPONSOR, funding adjustments will be made by percentage (as outlined in Responsibilities). Scope adjustments must be developed through the project development process and must be approved by CALTRANS as the owner/operator of the SHS.

WORK – All efforts to complete the OBLIGATIONS included in this AGREEMENT as described by the activities in the CALTRANS Workplan Standards Guide for the Delivery of Capital Projects (WSG).

SIGNATURES

PARTNERS are empowered by California Streets and Highways Code section 114 and 130 to enter into this AGREEMENT and have delegated to the undersigned the authority to execute this AGREEMENT on behalf of the respective agencies and covenants to have followed all the necessary legal requirements to validly execute this AGREEMENT.

Signatories may execute this AGREEMENT through individual signature pages provided that each signature is an original. This AGREEMENT is not fully executed until all original signatures are attached.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

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

Certified as to funds:

Jeffrey Armstrong
District Budget Manager

HQ Accounting

ALAMEDA COUNTY
TRANSPORTATION COMMISSION

Arthur Dao
Executive Director

Attest:

Trinity Nguyen
Director of Project Delivery

Approved as to form and procedure:

Wendel, Rosen, Black & Dean, Llp
Legal Counsel for Alameda CTC

FUNDING SUMMARY NO. 02

		FUNDING TABLE v. 2					
		IMPLEMENTING AGENCY →	CALTRANS				
Source	FUNDING PARTNER	Fund Type	CONST. SUPPORT		CONST. CAPITAL		TOTALS
			CALTRANS	ALAMEDA CTC	CALTRANS(2)	ALAMEDA CTC	
State	CALTRANS	SHOPP	$4,200,000	$0	$34,000,000	$0	$38,200,000
State	CALTRANS	TCRP	$13,874,000	$0	$0	$0	$13,874,000
Local	Alameda CTC	Local (Measure)	$0	$6,440,000	$0	$111,000,000	$117,440,000
Totals			$18,074,000	$6,440,000	$34,000,000	$111,000,000	$169,514,000

Note:

1) Alameda CTC's future landscaping project costs are not included in Funding Table.
2) Funding shown subject to approval by the California Transportation Commission.

v 21

SPENDING SUMMARY

Fund Type	CONST. SUPPORT		CONST. CAPITAL	TOTALS
	CALTRANS	ALAMEDA CTC	CALTRANS	
State Funds				
SHOPP	$4,200,000	$0	$25,360,000	$29,560,000
TCRP	$13,874,000	$0	$0	$13,874,000
Local (Measure)		$6,440,000	$111,000,000	$117,440,000
Totals	$18,074,000	$6,440,000	$136,360,000	$160,874,000

Note:

1) Alameda CTC's future landscaping project costs are not included in Spending Summary.

Funding

1. In accordance with the Caltrans Federal-Aid Project Funding Guidelines, PARTNERS must obtain approval from the Federal Highway Administration prior to any PROJECT funding changes that that will change the federal share of funds.

Invoicing and Payment

2. PARTNERS will invoice for funds where the SPENDING SUMMARY shows that one PARTNER provides funds for use by another PARTNER. PARTNERS will pay invoices within forty-five (45) calendar days of receipt of invoice when not paying with Electronic Funds Transfer (EFT). When paying with EFT, ALAMEDA CTC will pay invoices within five (5) calendar days of receipt of invoice.

3. If ALAMEDA CTC has received EFT certification from CALTRANS then ALAMEDA CTC will use the EFT mechanism and follow all EFT procedures to pay all invoices issued from CALTRANS.

CONSTRUCTION SUPPORT

4. No invoicing or reimbursement will occur for the CONSTRUCTION SUPPORT PROJECT COMPONENT.

CONSTRUCTION CAPITAL

5. Invoicing or reimbursement will occur for the CONSTRUCTION CAPITAL PROJECT COMPONENT.

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DATE:	February 15, 2017
SUBJECT:	I-580 Express Lanes Operations (PN 1373.002): Approve contract amendment to Professional Services Agreement and A13-0092 with Electronic Transaction Consultants Corporation.
RECOMMENDATION:	Approve and authorize the Executive Director to execute Amendment No. 4 to Professional Services Agreement No. A13-0092 with Electronic Transaction Consultants Corporation for an additional amount of $750,000 for a total not-to-exceed budget of $4,887,500 and extend the term of the Agreement to December 31, 2017 for additional scope of services necessary for operating the I-580 Express Lanes.

Summary

The Alameda CTC is the project sponsor of the I-580 Corridor Express Lanes located in the Tri-Valley corridor through the cities of Dublin, Pleasanton, and Livermore. The I-580 Corridor Express Lanes opened to traffic on February 19 and 22, 2016 in the eastbound and westbound directions and are currently in operation.

System operations and maintenance may require modifications to accommodate unforeseen issues, adapt to changing usage of the system, improve and optimize overall operations, and make unforeseen maintenance repairs. The contract with Electronic Transaction Consultants Corporation (ETCC) includes an On-Call Services task for such items. However, due to the extensive need for license plate image review related to trip information, additional budget is needed to allow for necessary system modifications to be designed and implemented.

The recommended action would increase the contract not-to-exceed amount as shown in Table A of this report and allow ETCC to design and implement system modifications that would improve efficiency and reduce long-term system maintenance costs.

Background

The I-580 Corridor Express Lanes, extending from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to San Ramon Road/Foothill Road in the westbound direction, were opened to traffic on February 19 and 22, 2016 in the eastbound and westbound directions, respectively. Motorists using the I-580 Express Lanes facility enjoy travel time savings and travel reliability benefits because the express lanes optimize corridor capacity by providing an alternative choice to drivers. Single

occupancy vehicles (SOVs) may choose to pay a toll and travel within the express lanes, while carpool, clean-air vehicles, motorcycles, and transit vehicles enjoy the benefits of toll-free travel in the express lanes.

In 2009, under a competitive selection process, ETCC was selected by Alameda CTC to develop and design software and hardware, procure and install toll equipment, test and open the toll system. This included interfacing with the Bay Area Toll Authority (BATA) and the California Department of Transportation (Caltrans) as well as the general public, and providing warranty period services for a restricted access express lane in the eastbound direction. Upon opening, the eastbound and westbound express lanes became a single operating system.

During the first 10 months of operations, several system modifications were identified as necessary to improve operational efficiencies and reduce long-term maintenance costs. In addition, staff and ETCC are developing further modifications to reduce manual image review costs, which are currently much higher than had been forecasted. These modifications are not flaws covered by the system warranty but rather improvements requested by Alameda CTC.

Implementation of system modifications typically require four to six months for software development and testing prior to deployment, thus any on-call services task order issued now may not be completed prior to the current agreement expiration date of June 30, 2016. Therefore, staff recommends extending the agreement term until December 31, 2017. This agreement would run in parallel with a new agreement anticipated to be established for operations and maintenance services beginning July 1, 2017.

The proposed amendment is for a value of $750,000 for a contract total not-to-exceed amount of $4,887,500 and would be funded with toll revenues. Staff will negotiate the cost of each on-call services task order with ETCC based on the level of effort required to conduct the additional work scope. Table A below summarizes the contract actions related to Agreement No. A13-0092.

TABLE B - Summary of Agreement No. A13-0092

Agreement Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Agreement with ETCC (A13-0092) *July 2013*	System integration for near continuous access implementation, including system interaction with regional customer service center.	$2,764,405	$2,764,405
Amendment No. 1 *September 2014*	Include new scope for automated toll violation enforcement, spare parts and	$533,095	$3,297,500

	warranty period services. Time extension to November 30, 2016.		
Amendment No. 2 *July 2015*	Include scope to address changed construction sequencing and image review.	$40,000	$3,337,500
Amendment No. 3 *June 2016*	Additional manual image review. Time extension from November 30, 2016 to June 30, 2017.	$800,000	$4,137,500
Proposed Amendment No. 4 (This Agenda Item)	Operational Modifications and Support. Time extension from June 30, 2017 to December 31, 2017.	$750,000	$4,887,500
Total Amended Agreement Not-to-Exceed Amount			**$4,887,500**

Levine Act Statement: ETCC did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The fiscal impact of approving this item is $750,000. The action will encumber toll revenue funds to be used for subsequent expenditure. This budget will be included in the FY 2016-2017 I-580 mid-year operations budget update.

Staff Contact

Liz Rutman, Express Lane Operations and Maintenance

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DATE:	February 16, 2017
SUBJECT:	Transit Agency Updates
RECOMMENDATION:	Receive presentations from Livermore Amador Valley Transit Authority, San Francisco Bay Area Water Emergency Transportation Authority and Union City Transit on agency services, initiatives and opportunities.

Summary

In June 2016, the Commission approved the county's first Countywide Transit Plan (Plan), which was developed in coordination with transit operators and local jurisdictions in Alameda County. The Plan established a vision and goals for the county's transit system and identified policies, programs, and network recommendations for the county and our partners to pursue to achieve the vision.

In September 2016, the Transit Committee received updates from both AC Transit and BART on services and needs. The presentations from Livermore Amador Valley Transit Authority, San Francisco Bay Area Water Emergency Transportation Authority and Union City Transit are intended to provide the Commission with an overview of the following aspects of their services:

- Overall service areas and ridership
- Current, recent, or upcoming major initiatives, pilots, planning efforts, capital projects, and notable partnerships
- Key issues, challenges or opportunities with their service delivery
- Current or upcoming major funding initiatives

Fiscal Impact: There is no fiscal impact.

Attachments

A. An Overview of the Livermore Amador Valley Transit Authority
B. San Francisco Bay Area Water Emergency Transportation Authority Presentation
C. Union City Transit Presentation

Staff Contact

Tess Lengyel, Deputy Executive Director of Planning and Policy

Cathleen Sullivan, Principal Planner

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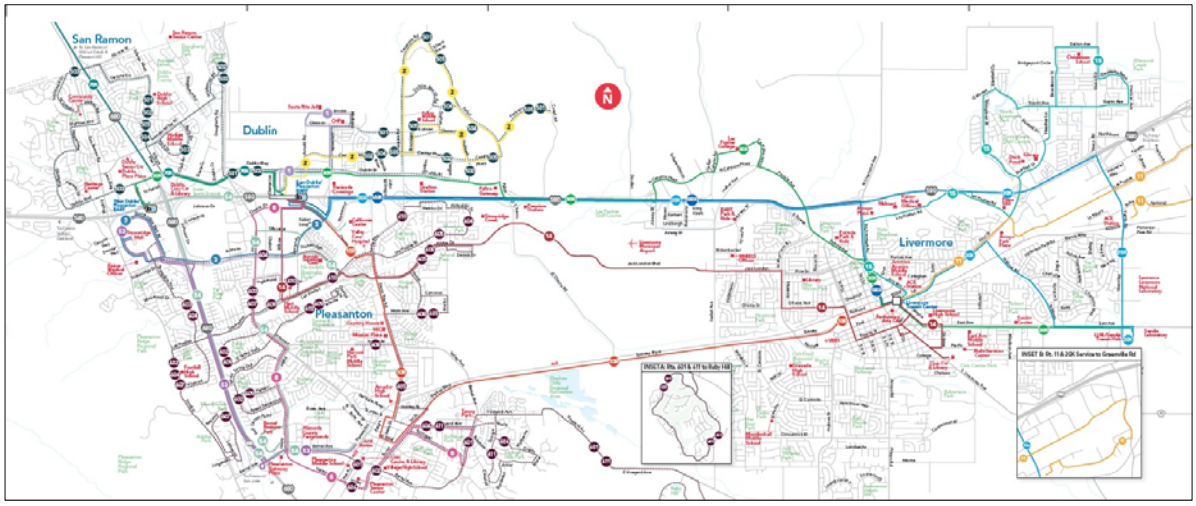
An Overview of the Livermore Amador Valley Transit Authority

Christy Wegener
Director of Planning and Operations

LAVTA Statistics

- Operator of *Wheels*
- Number of Routes: 30
  - Rapid, Express, Local, School
- FY 16 & FY 15 Ridership: 1.65 million
- Service Area:
  - 40 square miles
  - 225k people
  - Two BART and three ACE Stations

Wheels System Map



Current Initiatives

- Comprehensive Operational Analysis – monitor and grow bus ridership!
- Individualized Marketing
- Measure BB Student Transit Pass Pilot
- Las Positas College Easy Pass Pilot
- Wi-Fi Onboard
- Go Dublin Pilot

Go Dublin Pilot

- Partnership with Uber, Lyft, DeSoto Cab
- Discount offered on rideshare trips taken within the City of Dublin
- Discount covers ½ the fare, up to $5 per trip
- Pilot until June 30, 2017

Upcoming Projects

- Real Time Phone App
- Adaptive Signal Technology and Queue Jump Lanes
- Shared Autonomous Vehicle Pilot
- Development of the Long Range Transit Plan

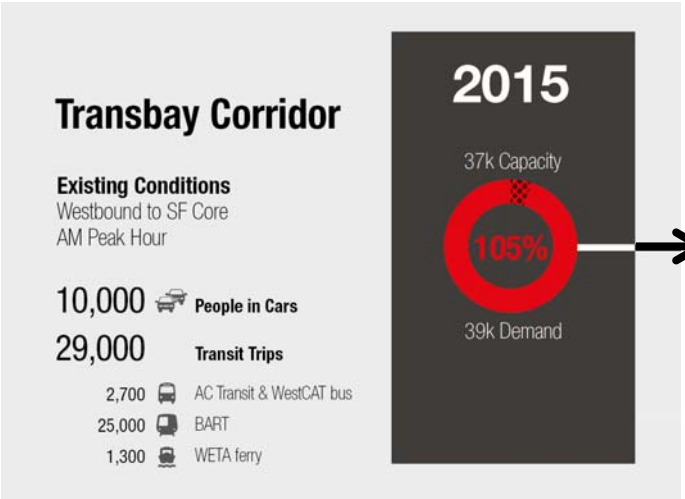
Thank you!

Christy Wegener
cwegener@lavta.org
925-455-7560


February 2017
12 Vessels
7 Terminals
4 Routes
Peak Capacity of 1,802
7,583 Daily Riders
5 Peak Hour Landings at SF Ferry Building
$33 Million Operating Budget
2035
San Francisco Bay Area
Water Emergency Transportation Authority
Strategic Plan
Regional Measure 3
2016
44 Vessels
16 Terminals
12 Routes
740% Increase in Peak Capacity
5x the Daily Riders
25 Peak Hour Landings
$144 Million Operating Budget


WETA Strategic Plan
• Bay Bridge corridor
• Current ridership boom
• New boats
• Core system projects
• Strategic Plan projects
– Enhancement
– Expansion
• Alameda County projects
SF Bay Ferry
2

Transbay Peak Hour Capacity and Demand



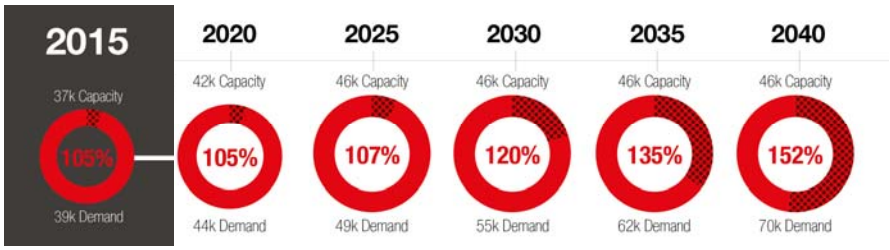
2016 WETA Update*

AM Peak Hour: 2,127
PM Peak Hour: 2,079

(*) August 2016 peak hour ridership for AOSF, Harbor Bay, Vallejo, South SF services

3

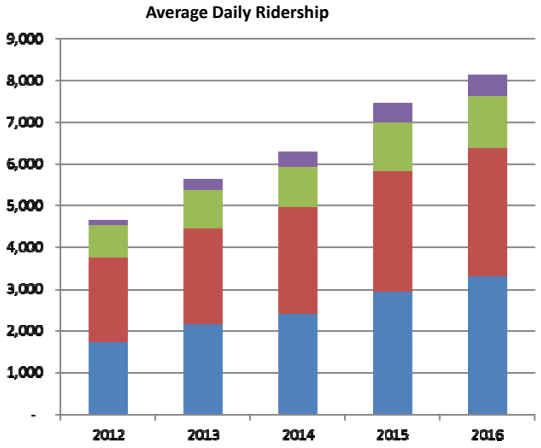
Future Transbay Capacity and Demand



4

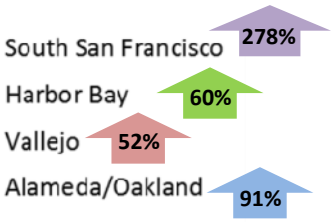
WETA System

WATER EMERGENCY TRANSPORTATION AUTHORITY



System ridership up 74% since 2012

- Four routes
- 2.5M annual passengers
- 13 vessels
- $33.1M annual operating budget
- 66% systemwide farebox recovery ratio
- 181 boardings per revenue hour

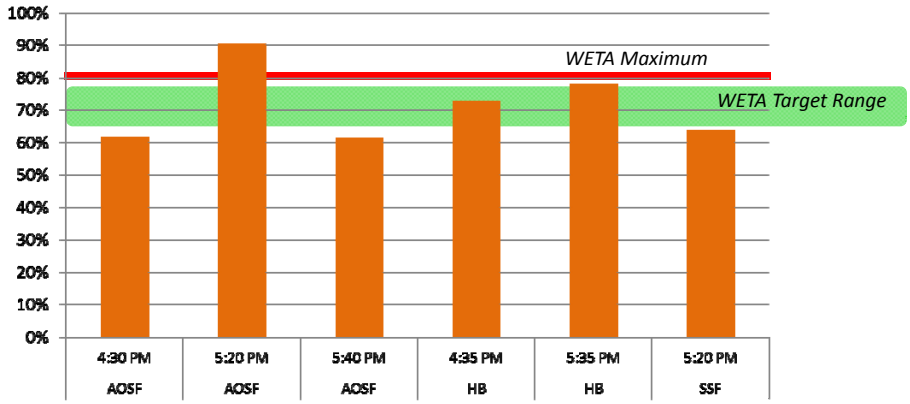


5

August 2016 Peak Utilization

WATER EMERGENCY TRANSPORTATION AUTHORITY

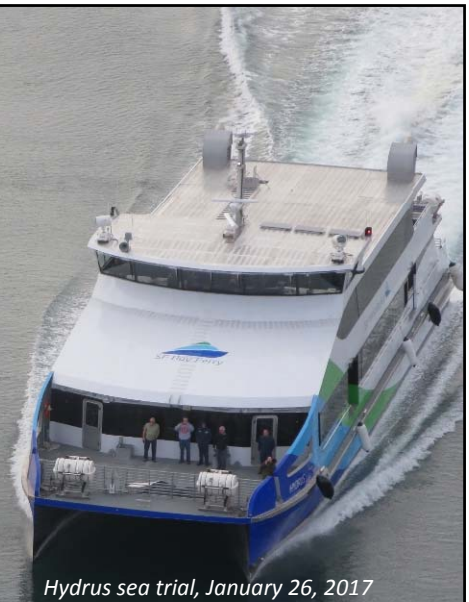
Central Bay: Alameda, Oakland, Harbor Bay, South SF



- Boats are near full
- Vessel upgrades & new vessels expected
- Required to use older boats
- Lack of spare capacity

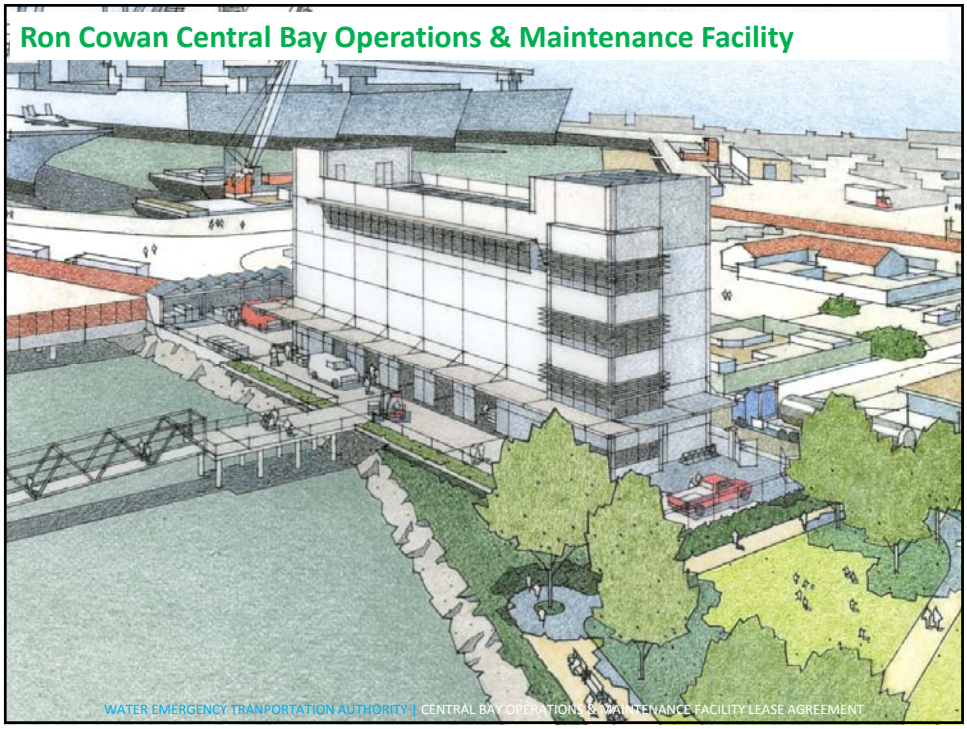
Vessel Investments

- 7 vessels under construction or in design
- 4 central bay boats expected by 2018
- 3 north bay boats by 2019
- Hydrus & Cetus in service summer 2017
- Retiring two 30 year-old boats
- Upgrades to current 149-passenger boats



Hydrus sea trial, January 26, 2017

Ron Cowan Central Bay Operations & Maintenance Facility

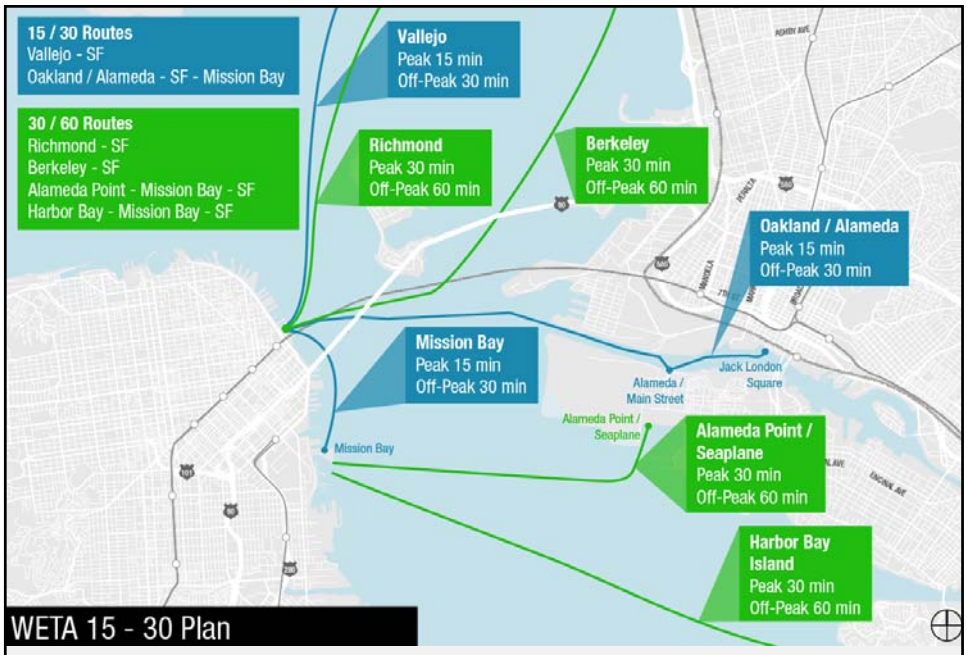


North Bay Operations & Maintenance Facility

WATER EMERGENCY TRANSPORTATION AUTHORITY

Downtown Ferry Terminal Expansion

WATER EMERGENCY TRANSPORTATION AUTHORITY

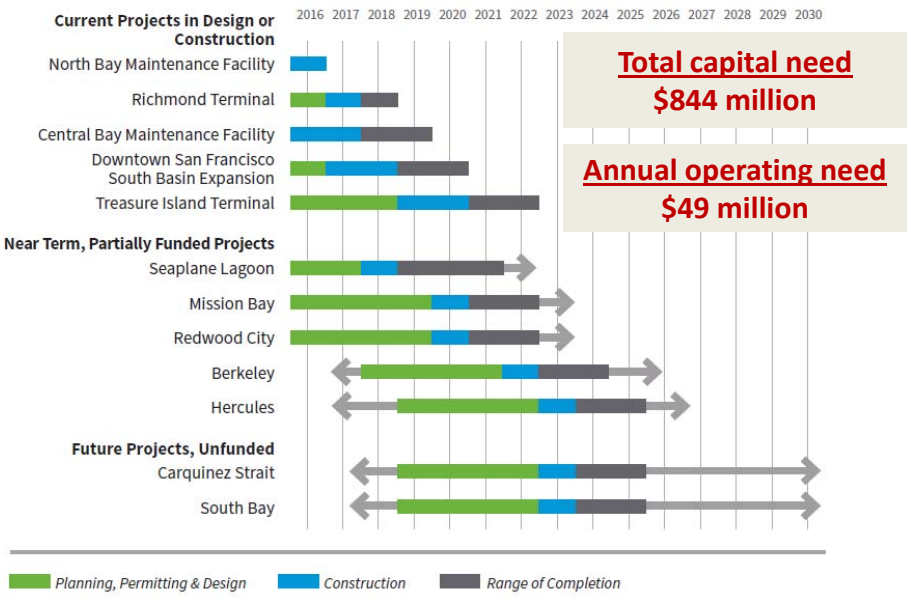


- *Enhances WETA capacity 66%*
- *Double ridership over 2016 levels*

Expanded Service

WATER EMERGENCY TRANSPORTATION AUTHORITY

Completion Timetable (Estimated Range)



Total capital need
$844 million

Annual operating need
$49 million

Alameda County Service Operations

WATER EMERGENCY TRANSPORTATION AUTHORITY

Annual operating need = $13 million

Operating Expenses	Service Levels		Total Annual Operating Budget	Operating Subsidy Required	Committed Funding	Needed Funding
	Current	Enhanced				
Alameda/Oakland	30	15	$ 20	$ 10	$ 5	$ 5
Harbor Bay	60	30	$ 6	$ 3	$ 2	$ 2
South San Francisco	60	30	$ 8	$ 4	$ 2	$ 2
Enhancement Subtotal			*$ 34*	*$ 17*	*$ 9*	*$ 9*
Berkeley		30	$ 8	$ 4	$ -	$ 4
Expansion Subtotal			*$ 8*	*$ 4*	*$ -*	*$ 4*
Total			**$ 42**	**$ 21**	**$ 9**	**$ 13**

Alameda County Service Vessels

WATER EMERGENCY TRANSPORTATION AUTHORITY

Vessel need = $99 million

Vessels	Current Fleet	Enhanced Fleet	New Vessels Required	Total Cost	Committed Funding	Needed Funding
Alameda/Oakland	3	6	3	$ 54	$ 36	$ 18
Harbor Bay	2	3	1	$ 18	$ -	$ 18
South San Francisco	2.5	3.5	1	$ 18	$ -	$ 18
Enhancement Subtotal	*8*	*12.5*	*5.0*	*$ 90*	*$ 36*	*$ 54*
Berkeley		2.5	3	$ 45	$ -	$ 45
Expansion Subtotal	*0*	*2.5*	*2.5*	*$ 45*	*$ -*	*$ 45*
Total	**8**	**15**	**8**	**$ 135**	**$ 36**	**$ 99**

Alameda County Service Terminals

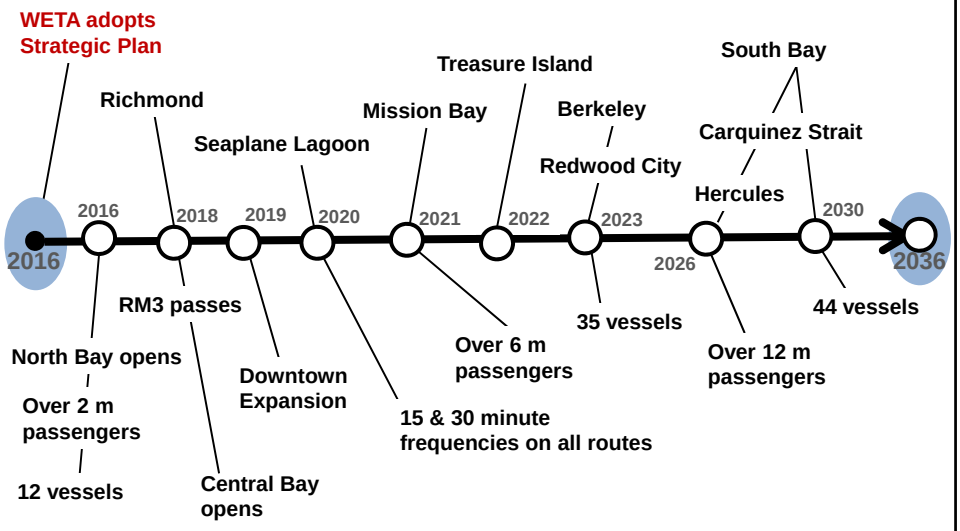
WATER EMERGENCY TRANSPORTATION AUTHORITY

Terminal need = $122 million

Terminals	Total Costs	Committed Funding	Needed Funding
Downtown South Basin	$ 80	$ 80	$ -
Alameda Main Street	$ 18	$ -	$ 18
Oakland	$ 18	$ -	$ 18
Harbor Bay	$ -	$ -	$ -
South San Francisco	$ -	$ -	$ -
Enhancement Subtotal	*$ 116*	*$ 80*	*$ 36*
Seaplane Lagoon	$ 18	$ 10	$ 8
Berkeley	$ 35	$ -	$ 35
Mission Bay	$ 46	$ 3	$ 43
Expansion Subtotal	*$ 99*	*$ 13*	*$ 86*
Total	**$ 215**	**$ 93**	**$ 122**

WATER EMERGENCY TRANSPORTATION AUTHORITY

WETA Future



Presentation End

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Union City Transit

Paratransit

Fixed Route

Background

- Service began in early 1970s and was known as the “Flea”
- Union City Paratransit began operating in 1997
- Operate 7 days a week except for major holidays
- 8 routes. Approximately 350,000 passengers a year on UC Transit and 21,000 on UC Paratransit.
- Service area is the city limits of Union City
- Current Fleet: 18 buses, 6 paratransit vans, 1 paratransit sedan (all fueled by Compressed Natural Gas)
- Contract Service Provider for Operations and Maintenance

Current Fleet

Orion VII Low-Floor CNG

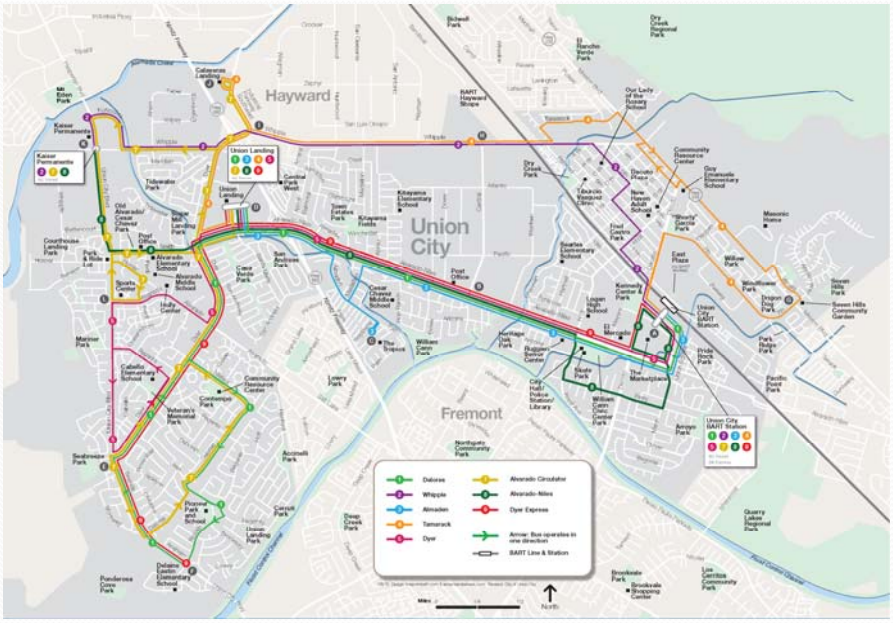
Gillig Low-Floor CNG

Paratransit Van – CNG

Orion V Low-Floor CNG

Fixed-Route Service Area Map

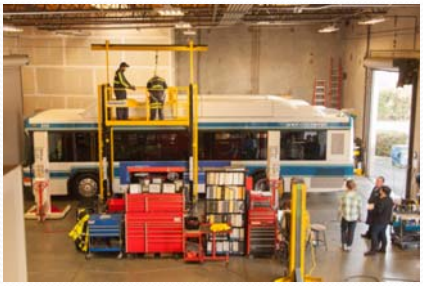
Union City Transit



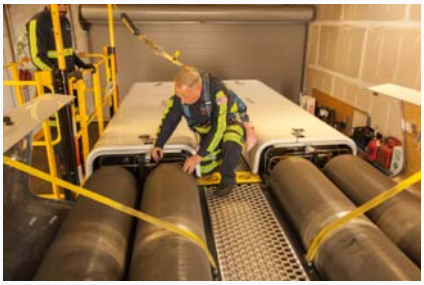
Transit Centers
Maintenance Facility

Union City BART Station

Union Landing Transit Center



Maintenance Facility



100% Alternative Fuel Transit Fleet

Parking and Fueling Facility
City Corporation Yard

Contractor's Offices & Dispatch

Bus Parking

Fuel – Diesel, Gas, CNG

Bus Wash

Paratransit

- Union City Paratransit operates in compliance with the ADA
- Certify all Union City residents that are ADA eligible
- Shared Regional Eligibility Database (RED) with all other Bay Area ADA paratransit operators
- Provide local origin-to-destination service operating the same hours as our fixed-route service
- No trip priorities allowed
- East Bay Paratransit provides regional ADA trips.
- Union City Paratransit also provides non-ADA “Paratransit Plus” service. Expanded area with limited hours.
- Tri-City Taxi Voucher Program for non-ADA service

Paratransit

Service Area Map

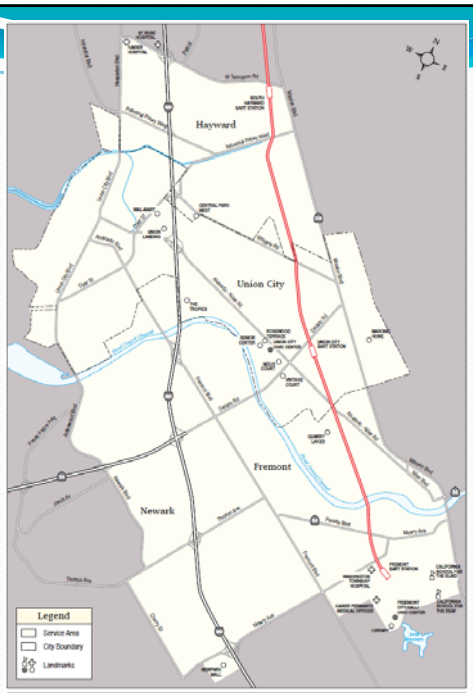


Figure: 1 Expanded Paratransit Service Area

Funding

- Operating Budget is approximately $3.5 million
- No General Fund monies are used
- Exterior Bus Advertising Revenue
- All operating and capital funds come from passenger fares and various sources through these agencies:
  - Metropolitan Transportation Commission for TDA and STA funds. Primary operating source.
  - Alameda Country Transportation Commission for Measure B and BB operating funds. *16% of fixed-route and 50% of paratransit operations.*
  - Federal Transit Administration for capital grants.
  - Bay Area Air Quality Management District for TFCA (Transportation Fund for Clean Air) capital grants.

Current Projects

- Short Range Transit Plan Update
- Vehicle Replacement and Rehabilitation
- Upgrade Video Surveillance System
- CAD/AVL
- ACTC's Student Transit Pass Pilot Program
- Clipper Fare Payment System (April 2017)

Questions?

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

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

Name: Feliz G Hill

Home Address: [redacted]

Mailing Address (if different): _____

Phone: (home) [redacted] (work) [redacted] (fax) _____

Email: [redacted]

Please respond to the following sections on a separate attachment:

I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.

II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on BPAC and why you are qualified for this appointment.

III. **Relevant Work or Volunteer Experience:** Please list your current employer or relevant volunteer experience including organization, address, position and dates.

IV. **Specific Bicycle and/or Pedestrian Experience:** List any specific interest, involvement or expertise you have related to bicycle and/or pedestrian issues.

To avoid a conflict of interest:

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

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

Signature Feliz Hill Date 2-2-2017

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

Appointing Party:

Signature: _____

Date: 2/10/17

Application for Alameda CTA Bicycle and Pedestrian Advisory Committee (BPAC)

Feliz Hill - Supplemental Questions

1) Commission/Committee Experience:
I do not have any previous experience on a public agency commission nor am I a current member of any commissions or committees.

2) Statement of Qualifications:
Being a frequent rider on throughways in Oakland and Berkeley, I seriously appreciate the freshly striped bike lanes and want to see these expanded throughout Alameda County. There are many other streets that require maintenance to make them easier to navigate by bike: International Blvd/E 14th., San Leandro Blvd., E 7th and E 12th Streets, Oakport Street, Fruitvale from MacArthur to International Blvd and Webster through Chinatown to name a few; in Berkeley, Sacramento and San Pablo are major streets that cyclist use which could be made safer. With the growing populous which contributes to congestion in the Bay Area, cycling is becoming a transportation mode of choice and I would like to see options to prevent bike theft, such as secured and monitored bike parking. Also as transit villages become integral to our communities, amenities such as lighted walkways would be helpful to strollers; the area around Jack London Square is a prime example.

   Being a lifelong cyclist, both as a commuter and for enjoyment, I value safety and the welcoming environment that makes walking and cycling a part of the East Bay life. I want to make a contribution to continued safety for cyclists and pedestrians through serving on the Bicycle and Pedestrian Advisory Committee.

3) Relevant Work or Volunteer Experience:
I am employed by Kaiser Permanente as a Project Manager. I value planning and using processes to move towards successful completion of objectives. I offer the ability to work well with teams, exercising respect and utilizing collaboration tools.

   For many years, I have been a member of and volunteered for the Oakland Yellowjackets Bicycle Club (from 2008 to 2015) and volunteered for many locally sponsored rides and bicycle activities:
   a. Several years between 2008–2012 The Cinderella Classic and Challenge, Valley Spokesmen - Participant and Volunteer
   b. 2009–2016 PedalFest, BikeEastBay - Volunteer
   c. Several years between 2009–2016 Bike to Work Day - Volunteered with BikeEastBay (as Bag Stuffer) and with Walk Oakland Bike Oakland (as Pedal Pool Leader)
   d. 2010–2015 Meals on Wheels Ride, Meals on Wheels Alameda County - Participant and Volunteer
   e. 2014–2015 SF Marathon - Volunteered as Lead Cyclist
   f. 2015 Oakland Triathlon, Oakland Triathlon Club - Registration Volunteer
   g. 2016 Oakland Gran Fondo, BikeEastBay - Registration Volunteer

4) Specific Bicycle and /or Pedestrian Experience:
2008 – Completion of the Urban Bicycle Safety Course offered by Bike East Bay. I am an avid walker both in San Leandro where I live and in downtown Oakland, where I work.

   I have been hit by vehicles on two separate occasions while walking in a cross walk. I sustained only minor injuries, but I am more aware of safety issues.

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

1. **Welcome and Introductions**

   BPAC Chair Matt Turner called the meeting to order at 5:30 p.m. The meeting began with introductions, and the chair confirmed a quorum. All BPAC members were present, except for Lucy Gigli and Ben Schweng.

   Ben Schweng arrived during agenda item 4.0.

2. **Public Comment**

   JoAnne Lauer with Bike Walk Castro Valley stated her concerns that Alameda County Public Works Agency has not submitted any applications from Castro Valley for Measure BB funding since the measure passed.

   Tyler Dragoni of Ashland stated that in promotion of Eden Area Municipal Advisory Council (MAC) he is urging the supervisors to draw up the legislation to form a MAC in the Eden Area.

3. **Approval of July 7, 2016 Minutes**

   Jeremy Johansen noted the misspelling of David Fishbaugh name.

   Matt Turner moved to approve the July 7, 2016 minutes with the above correction. Dave Murtha seconded the motion. The motion passed with the following votes:

   Yes: Fishbaugh, Johansen, Marleau, Murtha, Tabata, Turner
   No: None
   Abstain: Brisson, Jordan, Shaw
   Absent: Gigli, Schweng

4. **Status Report on East Bay Greenway: Lake Merritt BART to South Hayward BART Project**

   Matt Bomberg introduced himself as Alameda CTC's deputy project manager of the East Bay Greenway (EBGW) project. He also introduced Minyoung Kim the project engineer with the prime consultant, HNTB. Matt presented on the Alameda CTC-sponsored portion of the East Bay Greenway which extends from Lake Merritt BART Station to South Hayward BART Station.

   Questions/feedback from members:
   - How wide is the multi-use trail? Matt Bomberg responded that there are multiple widths depending on surrounding land use and the width is influenced by right-of-way availability.

- Is there a minimum width for multi-use trails? Minyoung Kim responded that Caltrans require 8-feet path with 2-feet shoulders on each side. She noted that the EBGW project is following the American Association of State Highway and Transportation Officials standards that are 10-feet path and 2-feet shoulders on each side. Matt stated that at a future date, he will come back to BPAC with a more detailed presentation that includes widths of particular segments.
- A member of the public asked a question regarding the section of railroad track between 37th and 47th Avenue shown as abandoned. Matt clarified that the Oakland subdivision doesn't exist anymore between 37th and 47th Avenue but connects to the overall rail network at 47th Avenue.
- A member stated that the federal government minimal requirements for rail setback is 6 1/2-feet and it's up to the individual railways to determine their safety width. The Port of Oakland has established their safety width at 10-feet. Matt Bomberg noted that 10-feet is a California Public Utilities Commission standard.
- What funding did EBGW get from Measure BB? Matt Bomberg said the funding is secured for the environmental phase only. The project received an Active Transportation Program grant with matching funds from Measure B and Measure BB.
- What avenues has Alameda CTC pursued to get UPRR to relinquish their right-of-way? Carolyn Clevenger responded that UP is aware of EBGW project and when Alameda CTC has something more specific we'll pursue the conversation further.
- Has Alameda CTC gotten East Bay Regional Parks District (EBRPD) involved? Matt Bomberg responded that EBRPD is part of the project development team and provides valuable expertise on day-to-day operations of trail facilities.
- A suggestion was made to have a linear regional park instead of a multi-jurisdictional effort for the EBGW.
- Matt Turner stated that a new effort underway involving every agency in the county (federal, state and local) to develop a new watershed and trail master plan. It would be good to have the EBGW project part of this plan. He noted that Bill Quirk is heading up this effort.
- A member suggested that the pathway should be moved adjacent to the street for safety reasons for the initial project. The member noted that as part of the updates to the Ohlone Greenway in Albany many community members advocated for the trail to be closer to the street for safety purposes, and that this could be a win-win from a standpoint of not requiring UP right-of-way. The member suggested building the initial segments first and building remaining mileage that does not require UP right-of-way later. The need for landscaping was suggested.
- A member noted that some of the examples of trail facilities next to rail lines in the examples cited are very nice facilities.
- What points of leverage do we have over UP? Carolyn stated that Alameda CTC is working with UP on freight related projects but has not yet had a lot of bicycle and pedestrian trail related discussion.
- How enthusiastic are the project partners? Matt Bomberg said that all the cities are enthusiastic; however, they are cautious about the ongoing maintenance.
- A member attended the San Leandro Creek Trail meeting and requested the partners to talk with Alameda CTC because at some point the EBGW will intersect with the San Leandro Creek Trail. Matt Bomberg said that the project team

received the city draft report and it appears that the section that will cross EBGW will deviate from the creek.

- As part of the scope, are the rail crossings being looked at in Hayward especially on Whitman Street? It was also noted that the existing crossings over UP are not ADA compliant. A suggestion was made to include the Hayward crossings in the scope.
- A year ago, Oakland present the Fruitvale undercrossing project to BPAC. It was noted that it's a very narrow space for bicyclists. A suggestion was made that if some of the railway could be used for this project it would solve many of the problems. An inquiry was made regarding how decisions are made to determine when to look at working with UP on usage of railway.
- What are the chances for the EBGW south of the South Hayward BART station to the southern part of the county? Matt Bomberg responded that Fremont is working on some of the sections in Fremont on an abandoned line. Another section is a cycle track design. Through Union City and some of Hayward (south of South Hayward BART) the alignment is very conceptual.
- The Iron Horse Trail has so many crossings that the signal cycles should give priority to trail users. A suggestion was made that EBGW should look at cyclists having signal priority.

Public comment:
Bernadette Jurich with Cherryland Association echoed the suggestion to have a linear regional park with EBRPD handling the ongoing maintenance and care instead of a multi-jurisdictional effort for the EBGW. She noted the UP hasn't been very cooperative on other matters. Has anyone considered approaching the private sector to sponsor the EBGW project and approach UP?

Tyler Dragoni of Ashland stated that approximately six months ago Facebook was looking at ways to lessen congestion in the Dumbarton Corridor, which includes the freeway and the bridge. Another aspect is they will look at the Dumbarton rail corridor and how much it will cost to revive the rail corridor. He asked who would facilitate that and the rail corridor would end in Hayward. Matt responded that Alameda CTC is tracking the Dumbarton Corridor study.

Bruce Dughi with Bike Walk Castro Valley echoed the suggestion to limit the number of crossings on the EBGW, and cited the Alameda Creek Trail as a great example.

5. Report on Central County Complete Streets Implementation Project

Matt Bomberg provided a brief overview on this topic and introduced Laurence Lewis, consultant project manager with Kittelson Associates, Inc. Laurence gave a presentation on Central County Complete Streets Implementation Project. The jurisdictions involved in the project are the City of Hayward, the City of San Leandro and Alameda County. It was noted that this project developed tools and processes to support the jurisdictions in implementing complete streets. Two of the tools developed through the Central County Complete Streets Implementation Project have potential to be adapted and applied beyond Central County.

Questions/feedback from the members:

- A member asked will the police and fire departments be involved as stakeholders since they are responsible for safety. Laurence stated that consultation took place with the fire departments and they noted some concerns with fire departments standards. Matt said that police, fire and maintenance departments had concerns with the complete streets polices and requirements. The maintenance departments had concerns about costs.

- Will information and tools be shared with ACTAC and developers? Carolyn said that this item will go before ACTAC in January. Laurence stated that it's up to each jurisdiction to provide the developers with a checklist for review. He noted that San Leandro wants to use the checklist as a tool with developers as part of the pre-application process.
- What is the relationship between complete streets and private streets? Laurence said jurisdictions could choose to apply complete streets requirements to private streets.
- Are there incentives to enforce complete streets standards? Will end users be involved in training sessions? Matt Bomberg responded that training is for agency staff to educate them on applying the design guidelines and project checklist. Carolyn stated that the Design Guidelines and the Complete Streets Checklist are beginning to institutionalize the steps that should be taken on every project. Implementing the new tools is a ground-up effort that will provide large dividends.
- How were the design guidelines customized from the National Association of City Transportation Officials (NACTO)? Laurence stated that the guidelines refer back to the existing design guidelines and there are several details or dimensions from NACTO that are referenced. The project team did not revisit NACTO standards and the customized design detail provide more specificity than some of NACTOs guidelines. The additional work was creating the CAD (computer aided drafting) level design details.

Public comments:
JoAnne Lauer with Bike Walk Castro Valley stated that accountability is needed for someone to verify that the cities are in fact using the checklist during project development.

Bruce Dughi with Bike Walk Castro Valley stated that he would like to see more transparency and would like to know where to find all of the documents discussed during this topic. He also suggested that as part of training to have ACPWA ride bikes on the streets that they design. He also asked about the modal priorities that are used in the design guidelines, and staff clarified that these were determined as part of Alameda CTC's Multimodal Arterial Plan which is a separate plan that was adopted by the Commission in summer 2016.

6. Staff Reports

6.1. 2018 Comprehensive Investment Plan Call for Projects and Metropolitan Transportation Commission Complete Streets Checklist Review

Matt Bomberg stated that Alameda CTC is in the middle of the 2018 Comprehensive Investment Plan (CIP) development process. He noted that the CIP is a method through which Alameda CTC programs federal, state, regional and local transportation funding. A

call for projects that was open between September and October 2016 for funding available over a 5-year window. Alameda CTC received 230 applications totaling $2.8 Billion in project request. The project requests are for many different categories. As part of the CIP, Alameda CTC will program federal One Bay Area Grant (OBAG) Cycle II funds. The OBAG portion of the funds are split two ways where 30 percent goes to cities by formula for streets and roads and 70 percent is awarded on a competitive basis for projects in priority development areas. For OBAG funds, the Metropolitan Transportation Commission (MTC) requires Projects Sponsors to complete the MTC Complete Streets Checklist. On page 27 in the packet is a list of the different complete streets checklists that the cities submitted for local streets and roads projects. He informed the committee that the checklists can be found on MTC's website. Matt told the committee that he will provide the group with instructions how to access the checklist. He requested the committee to copy him when comments are made to project sponsors.

Preston Jordan proposed BPAC to create a subcommittee to change the process for Pavement Management System. Matt Turner said this item must be on the agenda for an action to be taken. Preston requested to place this item on the next agenda.

6.2. Receive an update on implementation of the Countywide Bicycle and Pedestrian Plans

Matt Bomberg stated that it is now year five since the adoption of the 2012 Countywide Bicycle and Pedestrian Plans. He encouraged the committee to review the implementation progress report included in the packet.

6.3. Receive an update on Bicycle and Pedestrian Count Program

Matt Bomberg reminded the committee that Alameda CTC restarted the Bicycle and Pedestrian Count Program and increased the number of locations to 150. He informed the committee that the first 75 locations have been counted.

6.4. Receive an update on Active Transportation Program Cycle III

Matt Bomberg stated that the Active Transportation Program Cycle III state awards were announced and three projects in Alameda County: Fruitvale Alive Gap Closure, 14thStreet Bikeway in Oakland and Central Avenue in Alameda received funding. He noted that the regional recommendations for funding will come in January.

7. BPAC Member Reports

7.1. BPAC Calendar

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

7.2. BPAC Roster

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

8. Meeting Adjournment

The meeting adjourned at 7:50 p.m. The next meeting is scheduled for February 9, 2017 at the Alameda CTC offices.

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

MEETING ATTENDEES

Attendance Key (A = Absent, P = Present)

Members:

_P_ Sylvia Stadmire, Chair	_P_ Joyce Jacobson	_P_ Harriette Saunders
_P_ Sandra Johnson-Simon, Vice-Chair	_A_ Will Scott	_A_ Linda Smith
_P_ Kevin Barranti	_A_ Jonah Markowitz	_P_ Cimberly Tamura
_P_ Larry Bunn	_A_ Rev. Carolyn Orr	_P_ Esther Waltz
_P_ Shawn Costello	_A_ Vanessa Proee	_P_ Hale Zukas
_P_ Herb Hastings	_A_ Carmen Rivera-Hendrickson	
	_P_ Michelle Rousey	

Staff:
_P_ Cathleen Sullivan, Principal Transportation Planner
_P_ Krystle Pasco, Assistant Program Analyst
_P_ Naomi Armenta, Paratransit Coordination Team
_P_ Margaret Strubel, Administration Team

Guests:
Tighe Boyle, Transdev; Jennifer Cullen, Senior Support Program of the Tri-Valley; Shawn Fong; City of Fremont Paratransit Program; Kathy Guerrero, Quantum Market Research (QMR); Patty Hoyt, Quantum Market Research (QMR); Vincent Merola, San Mateo Paratransit Coordinating Council (PCC); Sandy Rogers, City of San Leandro Paratransit Program

MEETING MINUTES

1. Roll Call

Sandra Johnson-Simon, PAPCO Vice Chair, called the meeting to order at 1:40 p.m. and confirmed a quorum. The meeting began with a review of the agenda items.

2. Public Comment

There were no comments from the public.

3. Administration

3.1. June 27, 2016 PAPCO Meeting Minutes

Chair Stadmire is now chairing the meeting.

Member Rousey moved to approve the June 27, 2016 PAPCO Meeting minutes. Members Hastings seconded the motion. The motion passed with the following votes (12-0-0):

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

3.2. July 25, 2016 Joint PAPCO and ParaTAC Meeting Minutes

Member Saunders moved to approve the July 25, 2016 Joint PAPCO and ParaTAC Meeting minutes as written. Member Waltz seconded the motion. The motion passed with the following votes (12-0-0):

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

3.3. FY 2016-17 PAPCO Meeting Calendar

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

Members noted that there were no scheduled meetings for November 2016 and March 2017. Members said that they would like more communication about the meeting calendar.

Staff responded that the meetings on the calendar are based on the work plan for the year. Staff summarized that there are two major work efforts this year: the 2018 CIP (see Item 5 below) and a comprehensive senior and disabled transportation needs assessment in the County. Staff noted that November is when the 2018 Comprehensive Investment Plan (2018 CIP) applications will be reviewed and staff will be organizing them to present to PAPCO in January. Staff also noted that April would be an intense month of program plan review and there was no other agenda items needed for March. Staff said that more meetings can be added throughout the year as needed. Staff noted that there will be several opportunities to discuss major work efforts as well as items that are not on the agenda.

Chair Stadmire stated that this item regarding the FY 2016-17 PAPCO Meeting Calendar will be tabled until the October Joint meeting. She expressed concern that there will neither be enough time during the Joint meeting to handle this item nor enough members attending, so staff suggested that there be a separate PAPCO meeting starting at 1:30 p.m., then the Joint meeting would take place afterwards.

Member Hastings moved to table the FY 2016-17 PAPCO Meeting Calendar item to a separate PAPCO meeting before October's Joint PAPCO and ParaTAC meeting for further review and discussion. Member Saunders seconded the motion. The motion passed with the following votes (9-0-3):

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

3.4. FY 2016-17 PAPCO Work Plan

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

3.5. PAPCO Appointments

Committee members received the current PAPCO appointments and vacancies. Members were encouraged to contact those who may be interested in vacant PAPCO appointments.

4. Gap Grant Cycle 5 Extension Progress Reports

Naomi Armenta gave an overview of the Gap Grant Cycle 5 Extension Progress Reports. This included discussion of the grants that were renewed and project types covering unique transportation gaps, mobility management, travel training, volunteer driver, taxi-related, and shuttles/fixed route. Naomi covered the methodology used to discover if the grant recipients are on target.

PAPCO members had the opportunity to ask questions regarding the progress reports.

5. 2018 Comprehensive Investment Plan (2018 CIP) Paratransit Program Update

Krystle Pasco reviewed the 2018 Comprehensive Investment Plan (2018 CIP) Paratransit Program. She discussed the non-profit exceptions and the online application. She noted that the due date is October 31, 2016 and that staff will be reviewing applications in November and December 2016. PAPCO will receive a presentation regarding the recommendations in January.

A member asked if Wheels would be able to benefit from CIP funding. Staff noted that LAVTA and Wheels were at the application workshop and are aware of the funding opportunity.

6. PAPCO Member Reports and Outreach Update

Chair Stadmire said that she was part of a CORE program and that she has completed two of 5 classes. She noted that this is extensive training for emergency situations.

Krystle Pasco presented the outreach calendar and noted that events with asterisks will be staffed by Quantum Market Research (QMR), a social and market research company that does research for public agencies, on behalf of Alameda CTC.

Patty White from QMR spoke. She and Kathy Guerrero recently staffed an event at the Oakland Zoo and met 25 people who were interested in the countywide needs assessment.

Krystle said that if members want to participate in an outreach event, to please contact her and she will be in touch with QMR and/or provide outreach materials as necessary. Krystle asked for other events to add to the calendar.

Questions and feedback from PAPCO members:

- A Committee member asked a question regarding who they would be working with during outreach. Staff responded that members would work with QMR employees.
- A Committee member asked how this company was chosen to do outreach. Staff said that QMR was hired as a subconsultant to Nelson\Nygaard to do outreach. This was a part of a competitive bid process. Staff continued that this work was previously done by Krystle Pasco under the Nelson\Nygaard contract.
- A Committee member asked if QMR would be at every meeting. Krystle said that she would be providing paratransit outreach updates at the meetings, not QMR.
- A Committee member asked how QMR would recognize the members and if they simply introduce themselves at events to QMR. Krystle responded in the affirmative and said she would also follow up with QMR after events to verify that members were at events so that outreach per diems could be processed.

Member Waltz noted that Member Saunders and herself were on a SRAC subcommittee and had input into the emergency guide.

Member Bunn said that the Oakland Lions Center for the Blind is closed; however, some services have resumed by the Center for Independent Living (CIL) under the Oakland Lions Center for the Blind name. If you need more information, contact Michelle Taylor-Lagunas at the Oakland Center number until the end of October or contact Member Bunn.

7. Committee and Transit Reports

7.1. Independent Watchdog Committee (IWC)

Member Hastings noted that the next meeting will take place on November 14, 2016. He noted that the report for the next fiscal year was available on the materials table.

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

Member Tamura covered the July SRAC meeting outcomes. She shared that they confirmed recommendations for the new Chair and Vice Chair.

7.3. Other ADA and Transit Advisory Committees

There were no reports from other ADA and Transit Advisory Committees.

8. Information Items

8.1. Mobility Management – Wayfinding Accessible Technology for People with Disabilities

Naomi Armenta gave an overview of the mobility management attachment.

8.2. Other Staff Updates

Staff asked for outreach efforts if there was anyone with multi-lingual capabilities. Member Costello said he had some sign language ability. Member Waltz said that she is working on learning to speak Spanish.

Staff is making an effort to reduce paper. Members now have to opt-in to receive paper copies and the calling post reminders. Staff will send out a note regarding this to all members.

9. Draft Agenda Items for January 23, 2017 PAPCO Meeting

9.1. 2018 CIP Recommendation

9.2. Implementation Guidelines and Performance Measures Review and Discussion

9.3. City of Newark Paratransit Program Mid-Year Report

10. Adjournment

The meeting adjourned at 2:53 p.m. The next PAPCO meeting will take place before the Joint PAPCO and ParaTAC meeting on October 24, 2016 at 1:30 p.m. at Alameda CTC's offices located at 1111 Broadway, Suite 800, in Oakland.

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1. **Roll Call and Introductions**
   Sandra Johnson-Simon, PAPCO Vice Chair, called the meeting to order at 1:40 p.m. A roll call was conducted and she confirmed that a quorum was not achieved. All members were present except: Larry Bunn, Joyce Jacobson, Carolyn Orr, Michelle Rousey, Will Scott, Linda Smith, Sylvia Stadmire, and Cimberly Tamura.

2. **Public Comment**
   There were no comments from the public.

3. **Administration**
   3.1. **September 26, 2016 PAPCO Meeting Minutes**
   The minutes could not be approved due to the lack of a quorum. Approval of the minutes was deferred to the next meeting.

4. **FY 2016-17 PAPCO Meeting Calendar**
   Sandra Johnson-Simon noted that she and the Chair spoke with staff and determined that in keeping with the Bylaws there is no need to have a meeting in November. Cathleen Sullivan noted that the article of the Bylaws is sited in the agenda packet.

   The FY 2016-17 PAPCO Meeting Calendar could not be approved due to the lack of a quorum. Approval of this agenda item was deferred to the next meeting.

5. **East Bay Paratransit Report**
   Laura Timothy and Jay Jeter gave a status report on East Bay Paratransit's (EBP) ridership, customer service and broker office activities.

   Questions/feedback from PAPCO members:
   - A member inquired about the process of using credit cards to purchase tickets. The guest speaker responded that currently a

person can go to their offices to purchase tickets. However, work is in progress to provide users with the ability to purchase tickets online using their credit cards.

- Is there a service charge to use the service of purchasing tickets via credit card? The guest speaker responded that the agencies agreed to pay for the service charge. Customers will pay $1.50 for shipping and handling fees along with the actual cost of purchasing the tickets.
- A member asked if an actual person is used during EBP's emergency preparedness drills. The guest speaker noted that practice scenarios take place in their offices and are rehearsed with their staff to allow each staff person to react/respond to an emergency situation. It was also noted that practice scenarios were done to determine how many people are out in vehicles and if staff knows what to do next. Various drills were run to determine if staff is prepared to handle emergency situations.
- A member asked if a scenario takes into account that a vehicle may have multiple wheelchairs and if coordination take place on how to remove the wheelchairs in an emergency. The guest speaker stated that EBP staff will coordinate with their Emergency Operations Center (EOC), which is essentially 911and they will escalate the situation to the correct people. It was noted that the EOC will identify the number of vehicles and passengers along with the number of folks that need life-saving medical treatment in order to provide the correct information to emergency responders. It was noted that EBP set their priorities for dealing with emergency situations.

6. Adjournment

The meeting closed at 2:15 p.m. The next PAPCO meeting is scheduled for January 23, 2017 at 1:30 p.m. at the Alameda CTC offices located at 1111 Broadway, Suite 800 in Oakland.

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

PARATRANSIT ADVISORY AND PLANNING COMMITTEE
October 24, 2016
ROSTER OF MEETING ATTENDANCE

Present	PAPCO Member	Appointed By
P	Barranti, Kevin	City of Fremont Mayor William Harrison
A	Bunn, Larry	Union City Transit Wilson Lee, Transit Manager
P	Costello, Shawn	City of Dublin Mayor David Haubert
P	Hastings, Herb	Alameda County, District 1 Supervisor Scott Haggerty
A	Jacobson, Joyce	City of Emeryville Councilmember Ruth Atkin
P	Johnson-Simon, Sandra, **Vice Chair**	Alameda County, District 4 Supervisor Nate Miley
P	Markowitz, Jonah	City of Albany Mayor Peter Maass
A	Orr, Carolyn M.	City of Oakland Vice Mayor Rebecca Kaplan
P	Rivera-Hendrickson, Carmen	City of Pleasanton Mayor Jerry Thorne
A	Rousey, Michelle	BART Director Rebecca Saltzman
P	Saunders, Harriette	City of Alameda Mayor Trish Herrera Spencer
A	Scott, Will	Alameda County, District 5 Supervisor Keith Carson
A	Smith, Linda	City of Berkeley Councilmember Laurie Capitelli
A	Stadmire, Sylvia **Chair**	Alameda County, District 3 Supervisor Wilma Chan

A	Tamura, Cimberly	City of San Leandro Mayor Pauline Cutter
P	Waltz, Esther Ann	LAVTA Executive Director Michael Tree
P	Zukas, Hale	A. C. Transit Director Elsa Ortiz
	STAFF	
Present	**Staff/Consultants**	**Title**
P	Cathleen Sullivan	Principal Transportation Planner
P	Krystle Pasco	Assistant Program Analyst
/	Naomi Armenta	Paratransit Coordination Team
/	Richard Wiener	Paratransit Coordination Team
P	Angie Ayers	Public Meeting Coordinator, Consultant
P	Margaret Strubel	Paratransit Coordination Team

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	Jennifer Cullen	Senior Support		
2.	Shawn Fong	Fremont		
3.	Paul J. Keener	Alameda County Public Works Agency	(510) 670-6452	paulk@acpwa.org
4.	Dana Bailey	Hayward	510-583-4252	
5.	LAURA Timothy	BART	510-326-0719	ltimoth@bart.gov
6.	Victoria Williams	MM	510-918-7433	
7.	JAY JETER	EBPT	5102472901	JAY.JETER@TRANSDEV.COM
8.	Kim Ridgeway	AC Transit	510 891 7261	
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10.		Mobility matters		
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1. **Roll Call and Introductions**
   Naomi Armenta called the meeting to order at 2:30 p.m. A roll call was conducted and Naomi confirmed that a PAPCO quorum was not achieved. All PAPCO members were present except: Larry Bunn, Joyce Jacobson, Jonah Markowitz, Carolyn Orr, Carmen Rivera-Hendrickson, Will Scott, Linda Smith, Sylvia Stadmire, and Cimberly Tamura.

   All ParaTAC members were present except: Diane Atienza, Brad Helfenberger, Jay Jeter, Kadri Külm, Isabelle Leduc, Wilson Lee, Mallory Nestor, Julie Parkinson, Gail Payne, Leah Talley, and David Zehnder.

   Kadri Külm arrived during agenda item 3.

2. **Public Comment**
   There were no comments from the public.

3. **Countywide Needs Assessment Discussion and Input**
   Naomi Armenta and Richard Weiner of Nelson\Nygaard presented this item on the mobility needs assessment for senior and disabled communities in Alameda County. Naomi requested the committees to provide input on the questions listed in the agenda packet.

   Questions/feedback from PAPCO and ParaTAC members:
   - A member inquired where did the percentages on slide 5 for seniors and people with disabilities come from. Naomi stated that the data came from the American Community Survey and they have a variety of methodologies for obtaining a sample size.
   - The members discussed using Measure B and Measure BB funds only with companies in Alameda County. The members were adamant that they would prefer not to give funds to organizations outside of the County. Richard assured the committee that the funds will remain locally.

Input from PAPCO and ParaTAC members:
Geographic Gaps

- Members discussed problems with regional connections/transfer points between cities in Alameda County.
- Need to clarify paratransit programs versus city-based programs.
- City of Alameda stopped AC Transit line 19 leaving that area and community without AC Transit service. It was noted that housing developments are now building homes along the old line 19 bus route and AC Transit has no plan to bring back that line.
- A suggestion was made to create a comprehensive service area maps for providers in order to identify gaps and better service the community. Maps will help identify areas in the County that are outside of the 3/4 mile ADA service range and areas without weekend service.
- EBP noted that there are problems in the unincorporated areas where people are dropped off without a transit connection and EBP is called for service.
- Current transit agencies, in particular BART, are changing out their electrical plugs and people with disabilities are having difficulty charging their mobility devices.

Time Gaps (from service providers and community members)

- Members stated that there are many complaints about Saturday and Sunday (weekend) fixed route service and the amount of frequency after 7 p.m.
- The paratransit program in areas that LAVTA and AC Transit serves does not have enough vehicles during high peak hours; very high demand around 9 a.m. and 3 p.m.
- City of Dublin lost two of their bus routes from the local fixed route provider. It now takes 20 minutes for a 10-minute trip.
- There is a big gap around EBP service in and around Pleasanton. EBP said the map is outdated and a gap does not exist.

Information Gaps

- Are there people that do not know about available services? The committee said yes and older people and those they turn to for information are not always aware of available transportation options.

- Will marketing help to let folks know what's available? The committee suggested public access television or local channels would be great.
- There is a big gap between people with smart phones versus people that do not have any technology. The committee discussed that seniors are not aware that they can receive free cell phones and internet service. It was noted that even though people may have smart phones they do not know how to find the information needed for service availability.
- The committee agreed that information should be disseminated through multiple channels about transportation available to seniors and disabled communities.

Path of Travel

- Are there areas with barriers for people getting to buses? The committee noted that many of the unincorporated areas do not have sidewalks. The Public Works Department (PWD) may have data for analysis.
- Many cities have Pedestrian Master Plans that layout priorities for pedestrian improvements; however, things that are more relevant for seniors and people with disabilities take place when new facilities are developed and the paratransit vehicles do not have dedicated areas for loading and unloading passengers. The needs assessment should integrate the pedestrian safety with path of travel education using specialized programs for seniors and people with disabilities.
- Regarding sidewalks, Alameda County PWD representative noted that it would help to understand priority pathways for seniors and people with disabilities and identify those needs. It would help to have a sense of major activity centers and identify those priorities.
- Timeliness of sidewalk maintenance and cities completing work on building out new bus stops would help seniors and people with disabilities.
- Since the City of Dublin turned over sidewalk maintenance to property owners, repair work is not getting done and it's become a problem for people in wheelchairs.
- It was noted that in the City of Fremont curb cuts have a steep incline and it would help if inclines are more gradual. It was noted that ADA requirements and standards exists for inclines.

- Bus stops in many cities may be considered accessible; however, in some cases it's not feasible to have benches and shelters on the sidewalk and the city may place benches out of the way for safety. A suggestion was made to take inventory of bus stop furniture with each city because transit agencies are not in control of where the furniture is placed.
- The transit agencies noted that signage and furniture placement at transit stops are done by the cities and that's why changes may take a while.

Richard Weiner informed the committee that the mobility needs assessment report will be available for review in January 2017. Naomi informed the committee to submit any additional comments to her at narmenta@nelsonnygaard.com.

4. Information Items

4.1. Member Announcements

Member announcements were heard from members Costello, Zukas, Krystle Pasco on behalf of member Markowitz, and member McGee.

4.2. Staff Updates

Krystle Pasco reminded the committee that the 2018 Comprehensive Investment Plan (CIP) Paratransit Program applications are due on October 31, 2016.

5. Draft Agenda Items for February 27, 2017 Joint PAPCO and ParaTAC Meeting

5.1. Countywide Needs Assessment Report

6. Adjournment

The meeting adjourned at 3:30 p.m. The next ParaTAC meeting is scheduled for January 10, 2017 at 9:30 a.m.; PAPCO is scheduled for January 23, 2017 at 1:30 p.m. at the Alameda CTC offices located at 1111 Broadway, Suite 800 in Oakland.

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

JOINT PARATRANSIT ADVISORY AND PLANNING COMMITTEE AND PARATRANSIT TECHNICAL ADVISORY COMMITTEE
October 24, 2016
ROSTER OF MEETING ATTENDANCE

Present	ParaTAC Member	Local Agency/Jurisdiction
A	Atienza, Diane	City of San Leandro
P	Bailey, Dana	City of Hayward
P	Fong, Shawn	City of Fremont
A	Helfenberger, Brad	City of Emeryville
A	Jeter, Jay	East Bay Paratransit
P	Külm, Kadri	LAVTA
A	Leduc, Isabelle	City of Albany
A	Lee, Wilson	City of Union City
P	McGee, Hakeim	City of Oakland
A	Nestor, Mallory	AC Transit
A	Parkinson, Julie	City of Pleasanton
A	Payne, Gail	City of Alameda
P	Ridgeway, Kim	AC Transit
P	Rogers, Sandra	City of San Leandro
A	Talley, Leah	City of Berkeley
P	Timothy, Laura	BART
A	Zehnder, David	City of Newark

Present	PAPCO Member	Appointed By
P	Barranti, Kevin	City of Fremont Mayor William Harrison
A	Bunn, Larry	Union City Transit Wilson Lee, Transit Manager
P	Costello, Shawn	City of Dublin Mayor David Haubert
P	Hastings, Herb	Alameda County, District 1 Supervisor Scott Haggerty
A	Jacobson, Joyce	City of Emeryville Councilmember Ruth Atkin
P	Johnson-Simon, Sandra, **Vice Chair**	Alameda County, District 4 Supervisor Nate Miley
A	Markowitz, Jonah	City of Albany Mayor Peter Maass
A	Orr, Carolyn M.	City of Oakland Vice Mayor Rebecca Kaplan
A	Rivera-Hendrickson, Carmen	City of Pleasanton Mayor Jerry Thorne
P	Rousey, Michelle	BART Director Rebecca Saltzman
P	Saunders, Harriette	City of Alameda Mayor Trish Herrera Spencer
A	Scott, Will	Alameda County, District 5 Supervisor Keith Carson
A	Smith, Linda	City of Berkeley Councilmember Laurie Capitelli
A	Stadmire, Sylvia **Chair**	Alameda County, District 3 Supervisor Wilma Chan
A	Tamura, Cimberly	City of San Leandro Mayor Pauline Cutter
P	Waltz, Esther Ann	LAVTA Executive Director Michael Tree
P	Zukas, Hale	A. C. Transit Director Elsa Ortiz

STAFF		
Present	**Staff/Consultants**	**Title**
P	Cathleen Sullivan	Principal Transportation Planner
P	Krystle Pasco	Assistant Program Analyst
P	Naomi Armenta	Paratransit Coordination Team
P	Richard Wiener	Paratransit Coordination Team
P	Angie Ayers	Public Meeting Coordinator, Consultant
P	Margaret Strubel	Paratransit Coordination Team

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	Sandra Rogers	City of San Leandro	577-7985	
2.				srogers@sanleandro.org
3.	Jennifer Cullen	Senior Support-T		
4.	Paul J. Keener	Alameda County Public Works Agency	(510) 670-6452	paulk@acpwa.org
5.	Laura Timothy	BART		
6.	Mary Triston	City of Berkeley BPS	(510) 981-5135	
7.	Kadri Kulun	L-NVTA		
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DATE:	February 16, 2017
SUBJECT:	Affordable Student Transit Pass Program Pilot – Year One Update
RECOMMENDATION:	Receive an update on Year One of the Affordable Student Transit Pass Program Pilot.

Summary

The cost of transportation to school is often cited as a barrier to school attendance and participation in afterschool activities by middle and high school students. In recognition of this issue, the 2014 Transportation Expenditure Plan (TEP) included implementation of an affordable student transit pass pilot program. Its purpose is to test and evaluate different pilot approaches to an affordable transit pass program over a three-year period. Through implementation of different approaches, the Alameda CTC may identify successful models for expansion and further development to create a basis for a countywide student pass program, funding permitting.

In March 2016, the Commission approved a framework to evaluate these pilot programs. In May 2016, the Commission approved the design for the initial phase of these model programs. Since then, the Alameda CTC has successfully implemented four pilot programs at nine middle and high schools across Alameda County. This memo provides an informational update on Year One implementation and on the annual evaluation that will be conducted in summer 2017.

Background

The Alameda CTC has undertaken the development, implementation, and evaluation of an Affordable Student Transit Pass Program (Affordable STPP) which began during the 2016-2017 school year in middle schools and high schools in the four Alameda County planning areas. This pilot program provides a vital opportunity to assess student transportation needs in the county and develop an approach to meet those needs through implementation of a sustainable transit pass program.

The program provides transit passes that are distributed or sold at a discount to students in selected schools for use on the various public transit providers that serve Alameda County. This pilot program is identified in the 2014 Transportation Expenditure Plan (TEP) and is funded by Measure BB. The TEP specifies that the funds are to be used to

implement "successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County." [1]

The Affordable STPP aims to do the following:

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

In March 2016, the Commission approved two frameworks: (1) to select model program sites in each of four planning areas in the county and (2) to evaluate the effectiveness of each of the resulting model programs. Based on the outcomes of the site selection process, the program team developed a Recommended Model Pilot Program for each of the four planning areas per Commission direction, taking into account the general characteristics of the populations, school needs, and stakeholder input. These Model Program Designs (general program parameters shown below) were approved in May 2016.

Parameters	Options Tested	North	Central	South	East
Pass Format	Clipper	X	X	X	
	Flash pass			X	X
Applicability	Universal (all students)	X			X
	Specific grades		X	X	
Pass Cost	Free to students	X	X		X
	Discounted			X	X
	Non-discounted; Information only	X			
Financial Need[2]	High	X	X		
	Medium			X	
	Low				X
Transit Service	AC Transit	X	X	X	
	BART	X	X	X	X
	Union City Transit			X	
	LAVTA				X

[1] Measure BB Transportation Expenditure Plan, 2014

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

All model programs include the following characteristics:

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

Year One Implementation Update

Note: More data is available for Clipper passes (AC Transit) than for flash passes (Union City Transit and LAVTA). Data presented below reflects data that is available.

Pass Distribution

Planning Area and Program	Total # of Students Eligible	Number of Active Passes			Total Number of Active Passes	Participation Rate
		AC Transit	Union City Transit	LAVTA/ Wheels		
North	1,832	1,670	--	--	1,670	91%
Central	1,616	813	--	--	813	50%
South[3]	2,309	151	100 ; 76	--	251 ; 227	11% ; 10%
East	2,441	--	--	110	110	5%
Countywide	***8,198***	***2,634***	***100 ; 76***	***110***	***2,844 ; 2,820***	***34%***

The programs where the passes are free have the highest rate of participation, as well as the highest rate of usage (see table below). Although the program is free to all eligible students in Central County, the participation and usage rate is lower than in North County (50% in Central County compared with 91% in North County). This difference is likely related to coverage and frequency of local transit service, family incomes and access to automobiles, and program eligibility. For example, in Central County, Alameda CTC is testing a model that tests the impact of passes during the transition from middle to high school with the program limited to 8th, 9th, and 10th graders only. The analysis suggests that the students who use the pass the most in all programs tend to be 11th and 12th graders (high school juniors and seniors), but only 9th and 10th graders are eligible for the Central County high school program. In addition, according to school staff, some families who have students in multiple grades are not willing to get a pass for only one student if they still have to drive the others. Although registration in South and East County is less than in other parts of the county, significant outreach and travel training efforts have been undertaken in those areas.

[3] There were two pass periods during fall 2016, the two numbers represent passes sold in the two different pass periods.

Transit Usage and Cost

As of the end of December, the Affordable STPP has facilitated nearly 200,000 transit trips (since implementation in August). Of all the AC Transit passes that have been distributed, 85% have been used at least once.[4]

	Total Transit Boardings by Passholders (Aug-Dec)	**Average Daily Boardings**	**Average Monthly Unique Users**
North	149,034	1,228	1,222
Central	25,562	211	388
South	14,179	116	125
AC Transit	*6,722*	*55*	*125*
Union City Transit	*7,457*	*61*	*N/A*[5]
East	10,106	83	*N/A*[3]
Countywide	***198,881***	***1,638***	***1,735***

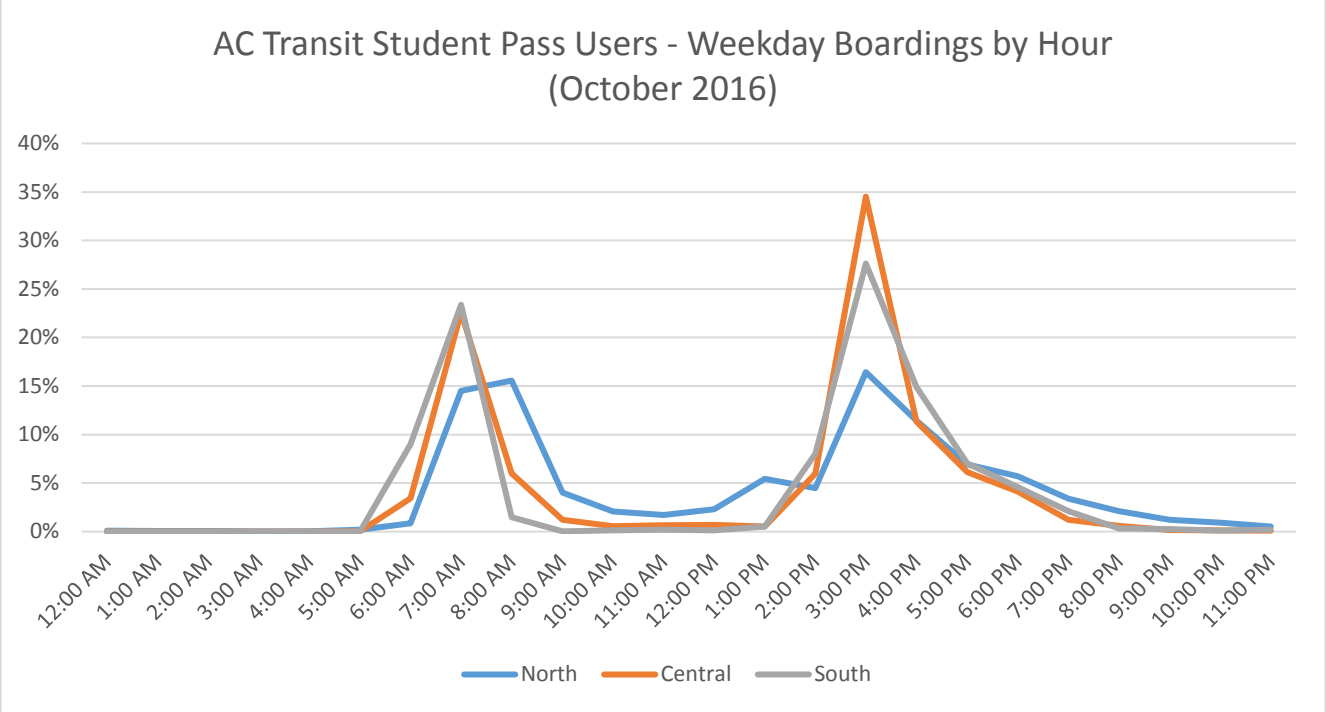
At noted above, North County students are using their passes at the highest rates. In South County, although there were fewer Union City Transit passes than AC Transit Clipper Cards sold, the Union City passes are being used somewhat more frequently than AC Transit passes. Looking at boarding data, though fewer passes were sold in East County than in other parts of the county, the passes do appear to be being used at a relatively high rate.

In October, when almost all of the student participants had registered and received their transit passes, the majority of program participants were using transit approximately around school bell times and tapering into the evening (as shown in the weekday table below).[6] This supports the program's intention to facilitate transit access for middle and high school students to school and after school activities. Student transit use is much less on the weekends, peaking in the late afternoon and tapering into the evening.

[4] Comparable data on usage by pass is not available for flash passes (Union City Transit and LAVTA).

[5] The data available from the flash pass programs on LAVTA and Union City Transit does not allow us to calculate unique users.

[6] The data available from the flash pass programs on LAVTA and Union City Transit does not allow us to track boardings by hour.


AC Transit Student Pass Users - Weekday Boardings by Hour
(October 2016)
40%
35%
30%
25%
20%
15%
10%
5%
0%
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
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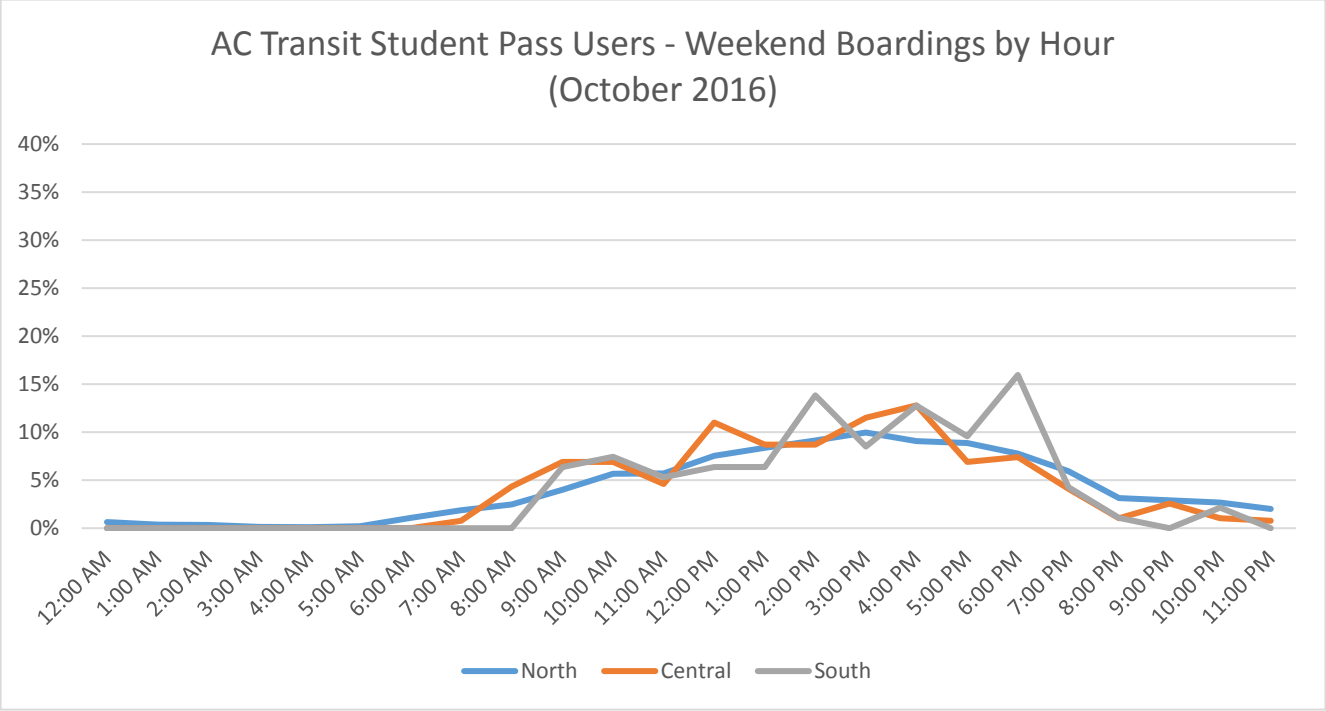
9:00 PM
10:00 PM
11:00 PM
North
Central
South


AC Transit Student Pass Users - Weekend Boardings by Hour
(October 2016)
40%
35%
30%
25%
20%
15%
10%
5%
0%
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
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4:00 PM
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6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
North
Central
South

Student Perspectives

As part of the program evaluation framework, all students at participating schools, regardless of whether they were participating in the program or not, were invited to complete a survey to understand the following:

- Student perception of transportation barriers: why students do or do not ride transit, or why they do not ride transit as often as they could
- Transportation costs to families: how important is the cost savings provided by the transit pass program
- Program participation: why students may not be signing up for the program, and how students are using their transit passes
- The relative importance and role of BART in student transportation

From December 5 through December 20, the survey was available online in both English and Spanish, with paper copies available upon request. Although the survey was required only of students who had registered for the programs and signed the participation waiver, all students were encouraged to respond to gather more information about potential barriers to accessing the program and/or transit. To incentivize participation, students who completed the survey had the option of entering a prize drawing to win one of several gift cards. Student entries for the prize drawing were completed via a separate link from their survey responses to ensure confidentiality.

To encourage participation in the survey, school site administrators were asked to work with the school administrative staff to find a time during the day when students could fill out the survey. In schools where that was not an option, the school administrative staff highlighted the survey in daily announcements on the loudspeaker, through email, and on their website and social media pages. All announcements included the survey incentives.

	Survey Respondents			Comparison of Survey Respondents to Program Participants	
	Total (ASTPP* Passholders & Non-ASTPP Passholders)	**ASTPP* Passholders**	**Non-ASTPP* Passholders**	**Percentage of ASTPP* Passholders who Completed Survey**	**Percentage of All Students Eligible for the ASTPP* who Completed Survey[7]**
North[8]	547	487 (89%)	60 (11%)	29%	30%
Central	174	109 (63%)	65 (37%)	13%	11%
South	1,717	206 (12%)	1,511 (88%)	91%	74%
East	931	127 (13%)	804 (87%)	115%[9]	38%
Countywide (All Schools Issuing Passes)	***3,369***	***929 (27%)***	***2,440 (73%)***	***33%***	***41%***

**ASTPP: Affordable Student Transit Pass Program*

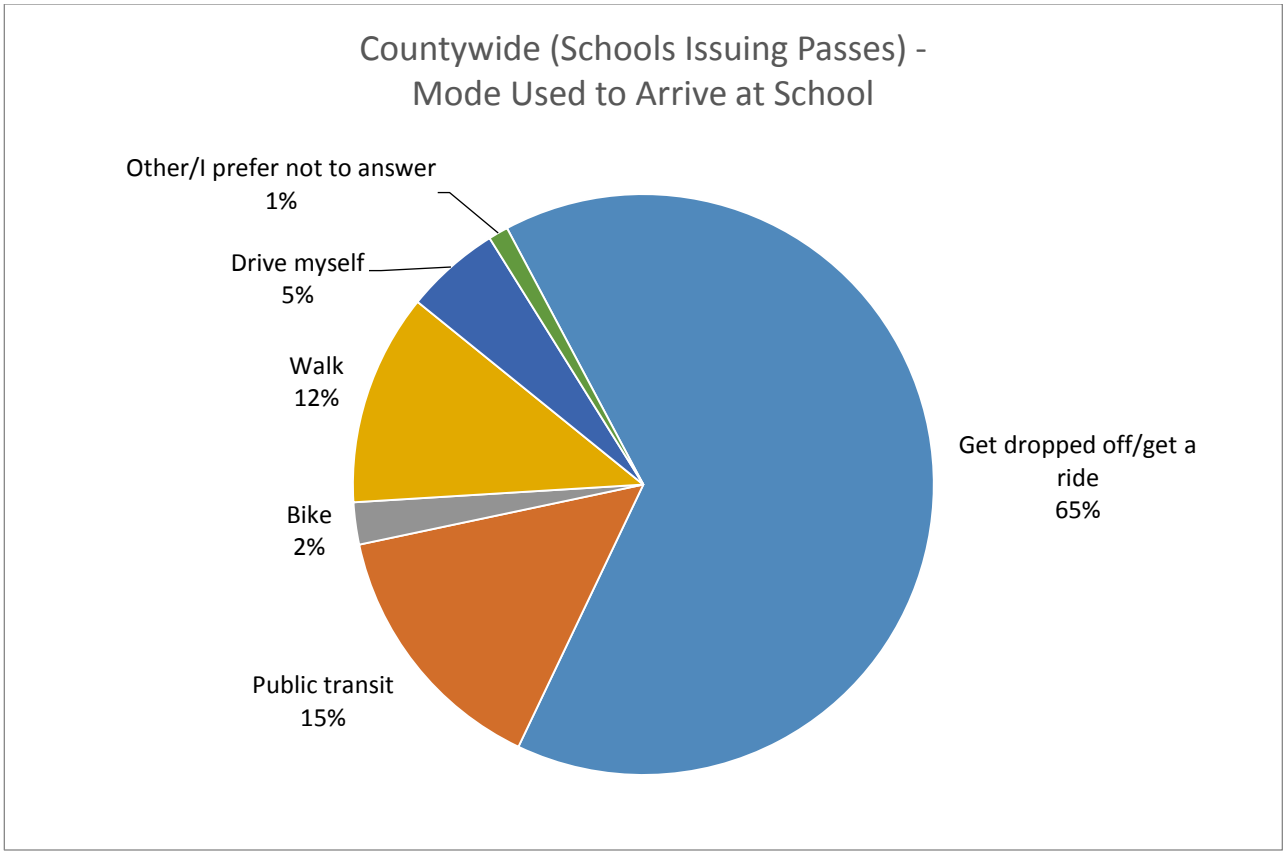
Although there are some limitations to the survey data (the sample size is different in each planning area and many non-participants opted to complete the survey at some schools whereas at others very few did), the survey results provide some insight into student perceptions and behavior.

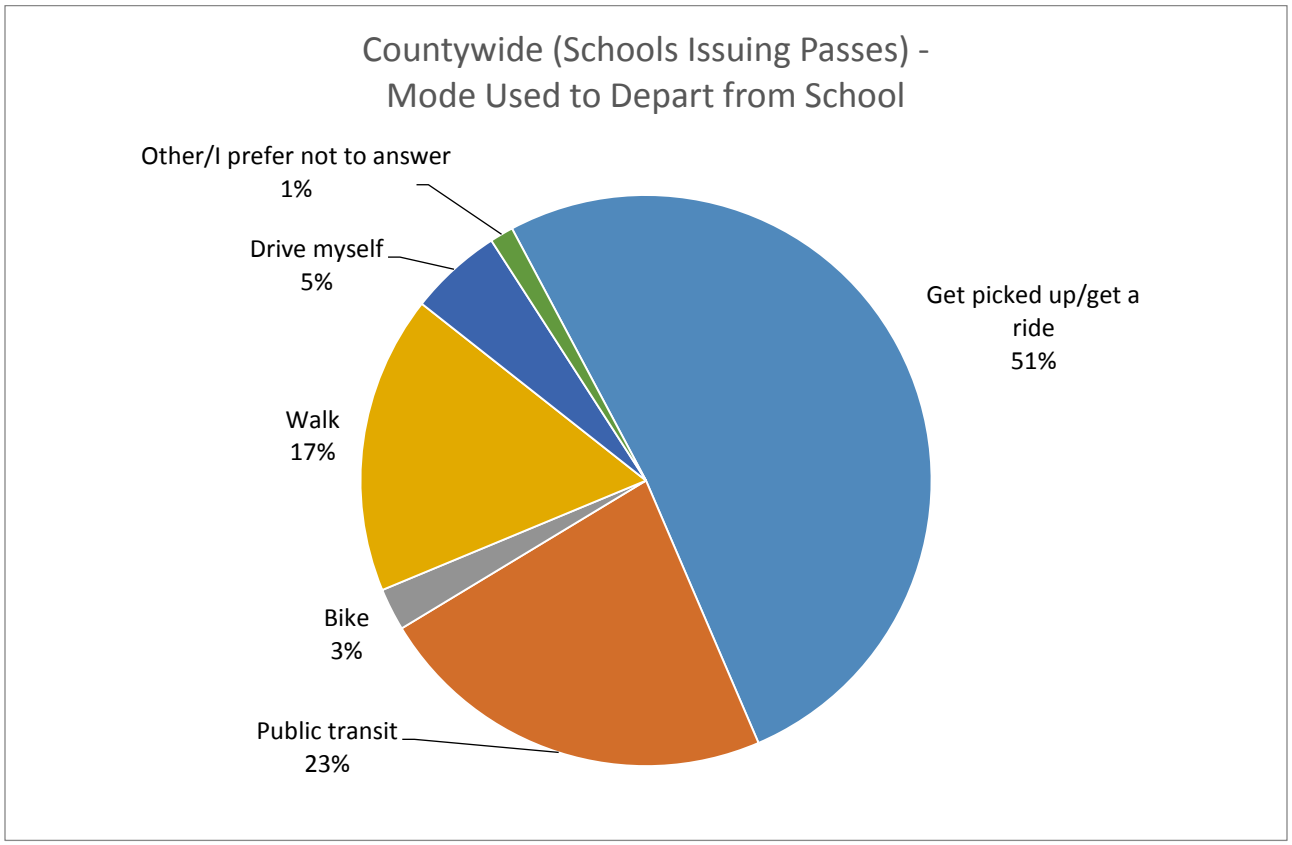
One of the key purposes of the survey was to understand how students travel. In terms of traveling to and from school, the majority of students who completed the survey are driven to school. Taking transit to and from school is the second-most common mode at the pilot schools in North, Central, and South County planning areas, whereas walking to and from school is more popular in East County.

[7] This is the percentage of all students eligible to get a pass who completed the survey. Eligible students include passholders and non-passholders. Eligibility is based on grade level at schools in Central and South Alameda County.

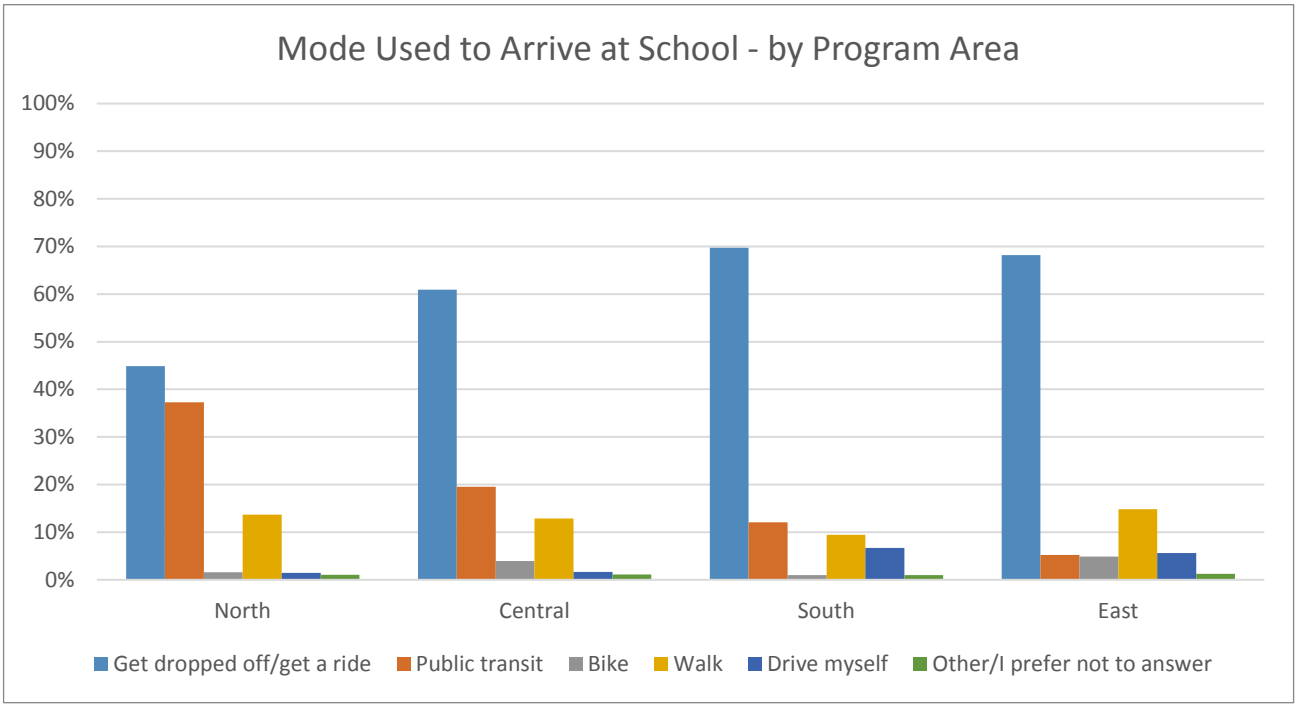
[8] The survey information for North County does not include the paper surveys collected from Fremont High, which required additional processing time.

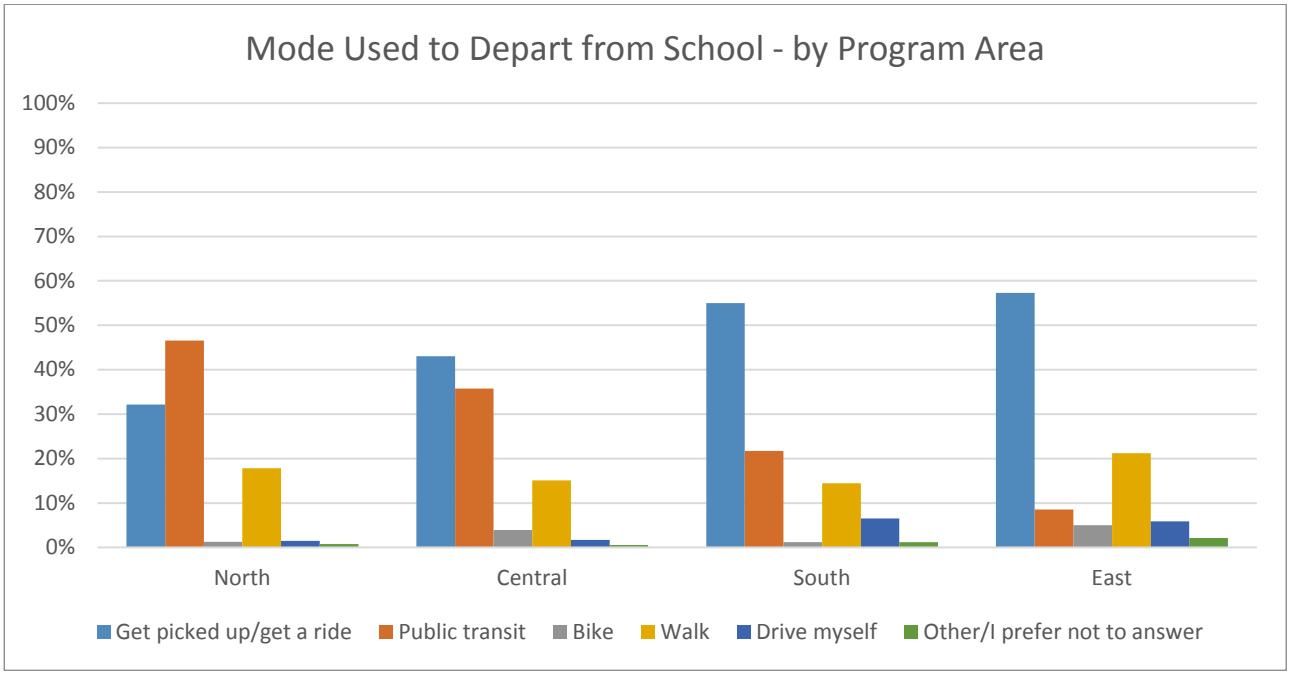
[9] Some students who completed the waiver but never purchased or picked up a pass may have identified themselves as participants, which would account for a response rate that is higher than the total number of registrants. It is also possible that some students provided inaccurate information on the survey.


Countywide (Schools Issuing Passes) -
Mode Used to Arrive at School
Other/I prefer not to answer
1%
Drive myself
5%
Walk
12%
Bike
2%
Public transit
15%
Get dropped off/get a
ride
65%


Countywide (Schools Issuing Passes) -
Mode Used to Depart from School
Other/I prefer not to answer
1%
Drive myself
5%
Walk
17%
Bike
3%
Public transit
23%
Get picked up/get a
ride
51%

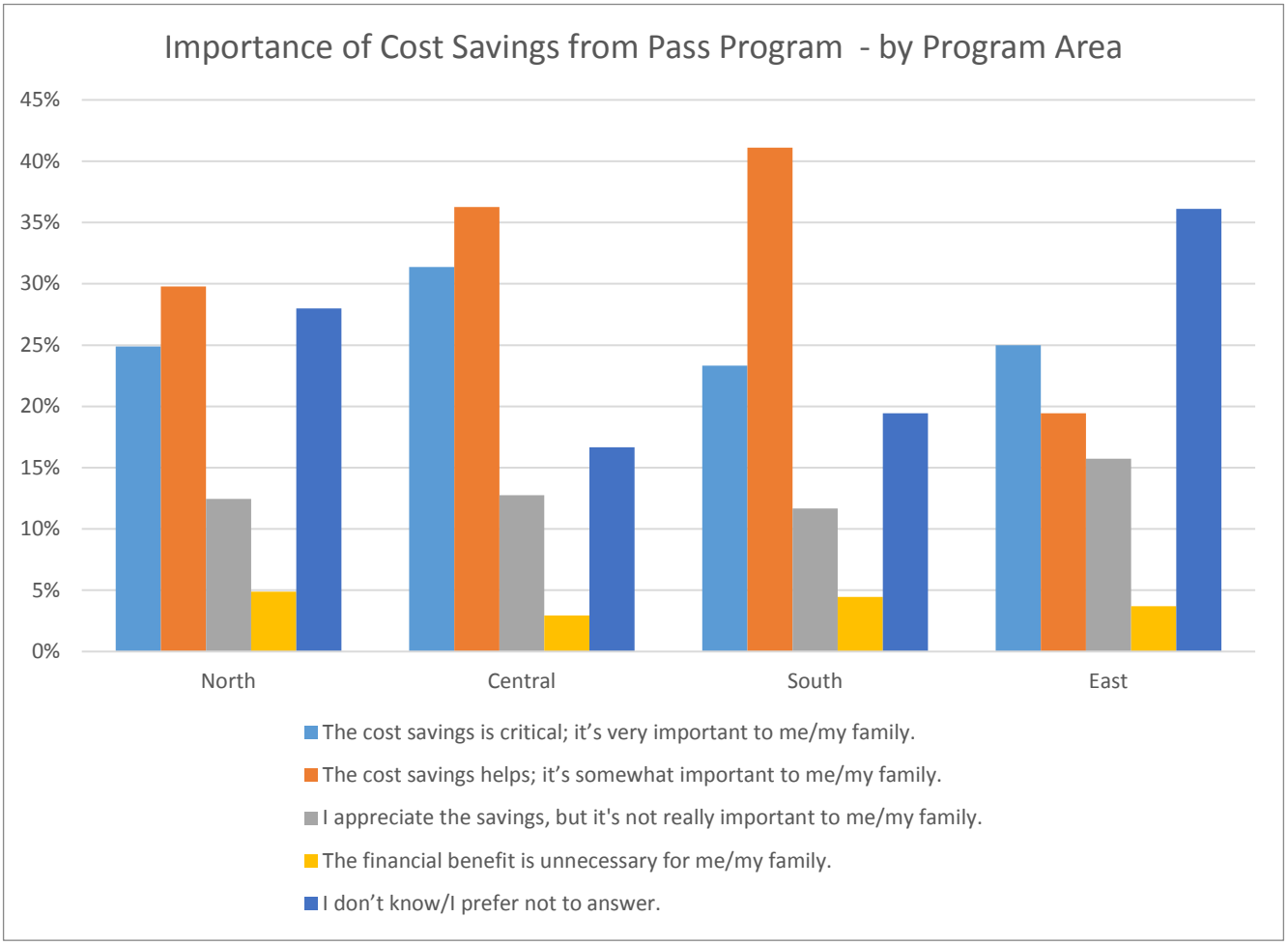
There are clear differences in the percentage of students who travel to school as opposed to from school on transit; transit use after school is much more common across all programs.



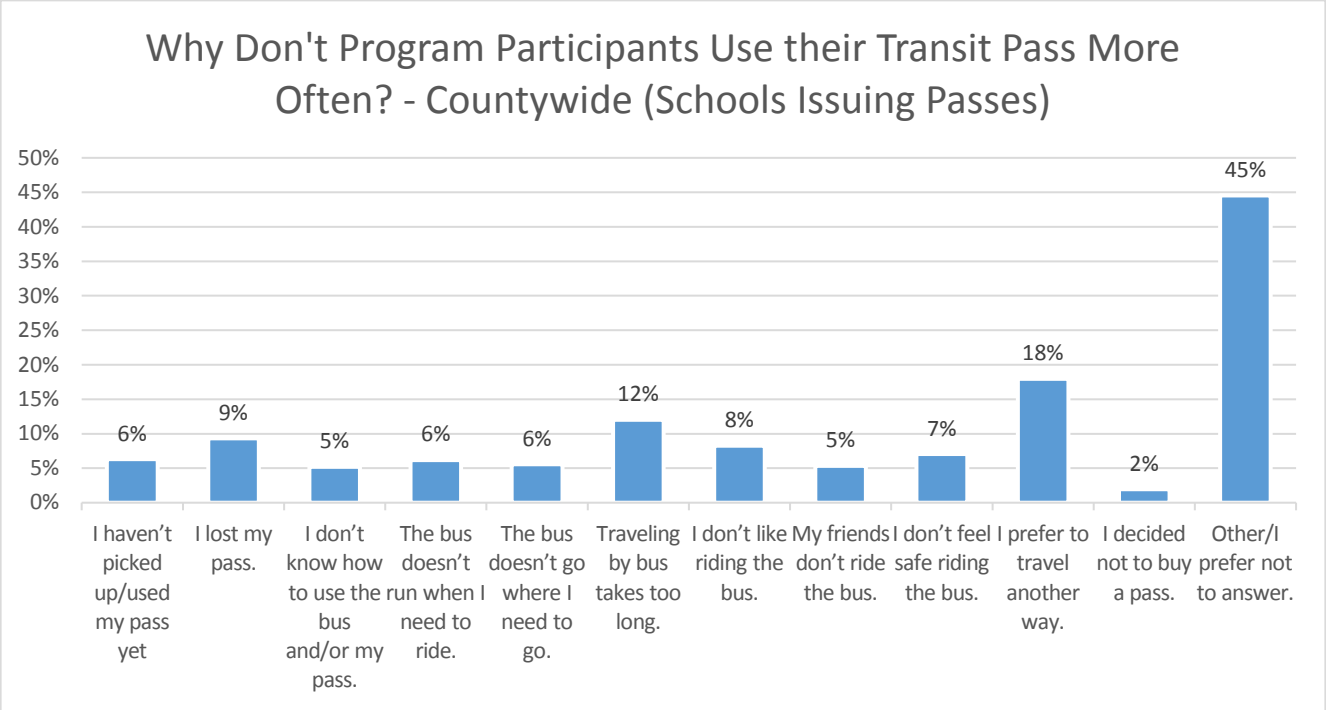


In addition to travel mode, students provided information about the value of the program to their family. More than 50% of students in each planning area said that the cost savings provided by the transit pass program was important to the student and student's family.

More than one-quarter of all participants indicated the cost savings the program provides is critical to the student and his/her family. Very few students across all programs said the Affordable STPP's financial benefit was unnecessary. The responses suggest the program has made an impact based on a goal of reducing barriers to transportation.



The survey asked students why they don't use their passes more often (they could select more than one option). Overall students attribute their frequency of use to their preference for traveling by other modes. They also cited operational issues, such as travel time and service coverage, as reasons why they are not using their pass more often. Nine percent of all participants reported losing their pass as a reason for not using their pass more often.



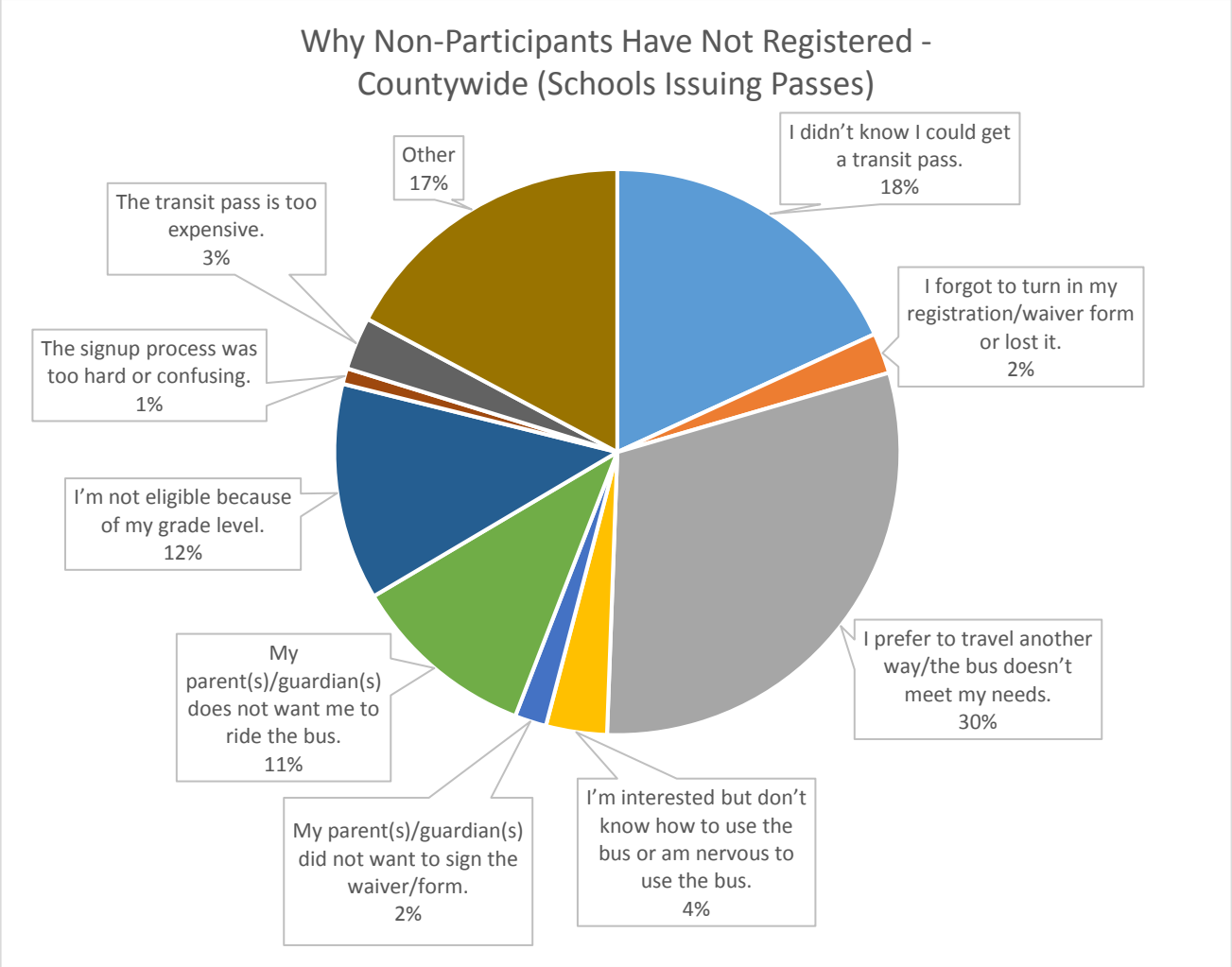
Why Don't Program Participants Use their Transit Pass More Often? - by Program Area[10]

	North	Central	South	East
I haven't picked up/used my pass yet	5%	5%	4%	18%
I lost my pass.	13%	7%	3%	10%
I don't know how to use the bus and/or my pass.	4%	11%	1%	12%
The bus doesn't run when I need to ride.	4%	14%	7%	5%
The bus doesn't go where I need to go.	4%	10%	7%	7%
Traveling by bus takes too long.	10%	15%	14%	12%
I don't like riding the bus.	7%	9%	10%	8%
My friends don't ride the bus.	3%	9%	7%	10%
I don't feel safe riding the bus.	8%	10%	6%	2%
I prefer to travel another way.	15%	26%	17%	23%
Other/I prefer not to answer.	0%	0%	9%	0%
I decided not to buy a pass.	48%	37%	48%	33%

[10] Percentages by program area total more than 100% as respondents could choose more than one response.

Most students who have not yet registered for the program said they did not register because they prefer to travel another way, or the bus does not meet their needs. Some students reported that they did not know whether they could get a transit pass (or were eligible for a pass). Parent/guardian concerns about students riding transit was a greater issue in South and East County planning areas than in North and Central County planning areas.

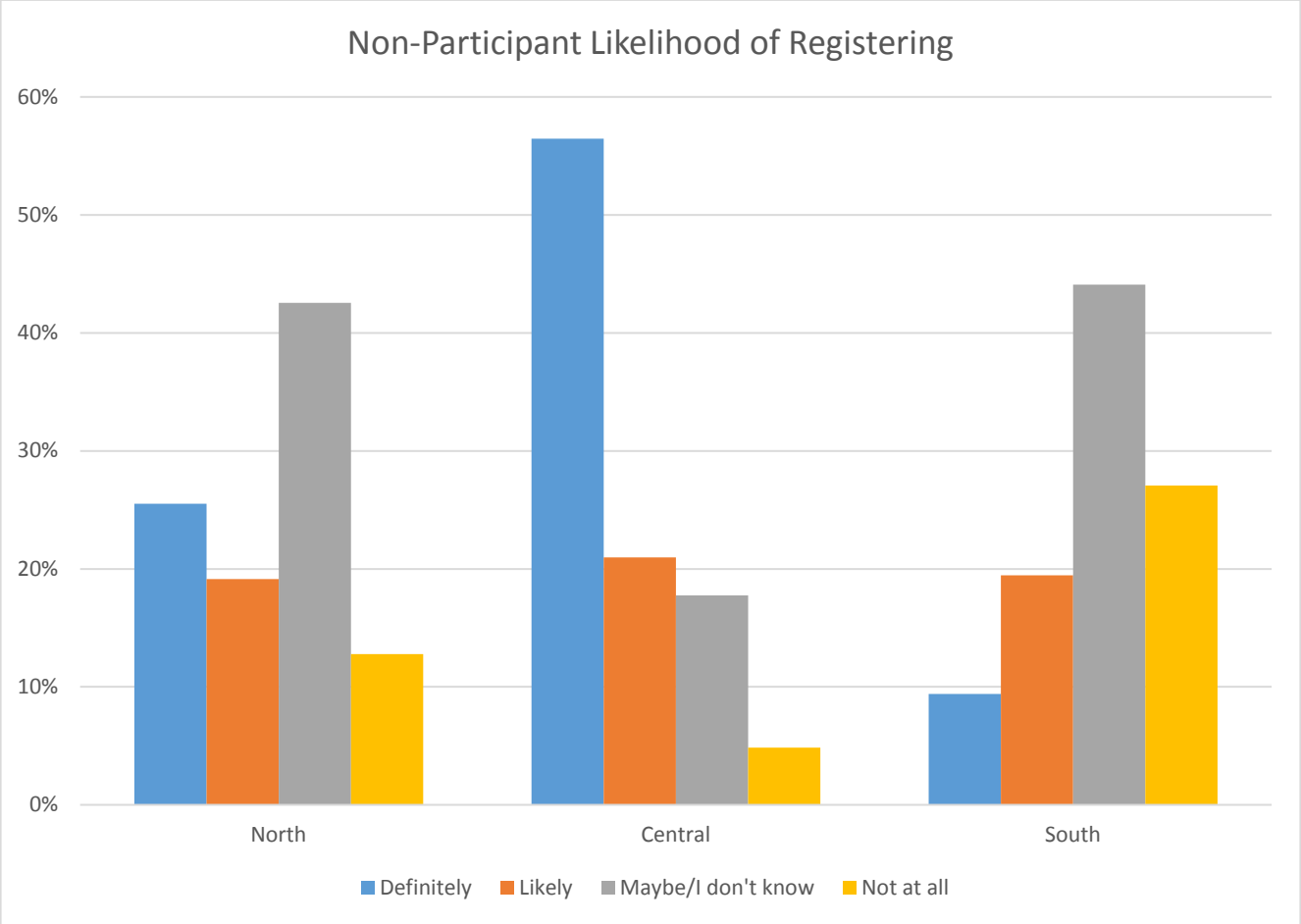
A large percentage of students (78%) who indicated that they were not eligible due to their grade level in the Central County planning area said that they would "definitely register" if the pass were made available.



Why Non-participants Haven't Registered - by Program Area

	North	Central	South	East
I didn't know I could get a transit pass.	21%	10%	16%	23%
I forgot to turn in my registration/waiver form or lost it.	21%	5%	2%	1%
I prefer to travel another way/the bus doesn't meet my needs.	19%	6%	28%	38%
I'm interested but don't know how to use the bus or am nervous to use the bus.	6%	2%	4%	3%
My parent(s)/guardian(s) did not want to sign the waiver/form.	2%	0%	1%	3%
My parent(s)/guardian(s) does not want me to ride the bus.	4%	5%	11%	10%
I'm not eligible because of my grade level.	0%	65%	17%	0%
The signup process was too hard or confusing.	0%	0%	1%	1%
The transit pass is too expensive.	0%	0%	3%	4%
Other	26%	8%	17%	18%

Overall, students in South County are less interested in registering in the program than students in North and Central planning areas. This is likely due to the fact that the transit passes in North and Central programs are free, rather than discounted in the South program. Although East County responses are not available, comments from students and families participating in orientation programs in East County suggested that the cost of the pass, access to personal vehicles, and limited LAVTA service in some areas would make participating less appealing for students there.



Outreach and Engagement

To launch the program, the consultant team attended the orientation events for all nine participating schools to register students and provide passes. Alameda CTC and AC Transit staff were able to create Clipper Cards for the majority of students in the North County program before the beginning of the school year, so students returning their completed and signed program registration/waiver forms at orientation could receive their transit pass that day.

The consultant team worked with all participating schools to reach out to students and families at the beginning of the school year through multilingual posters, tabling exercises, postings on school websites, posts in principal newsletters, announcements in email

"blasts" and prerecorded messages sent by phone ("robocalls") to households with enrolled students, loudspeaker announcements at the schools, handouts in school offices, and notes in PTA/PTSA newsletters.

Throughout the fall semester, the consultant team was regularly in touch with the school site administrators, visiting all schools to distribute materials and check in on processes.

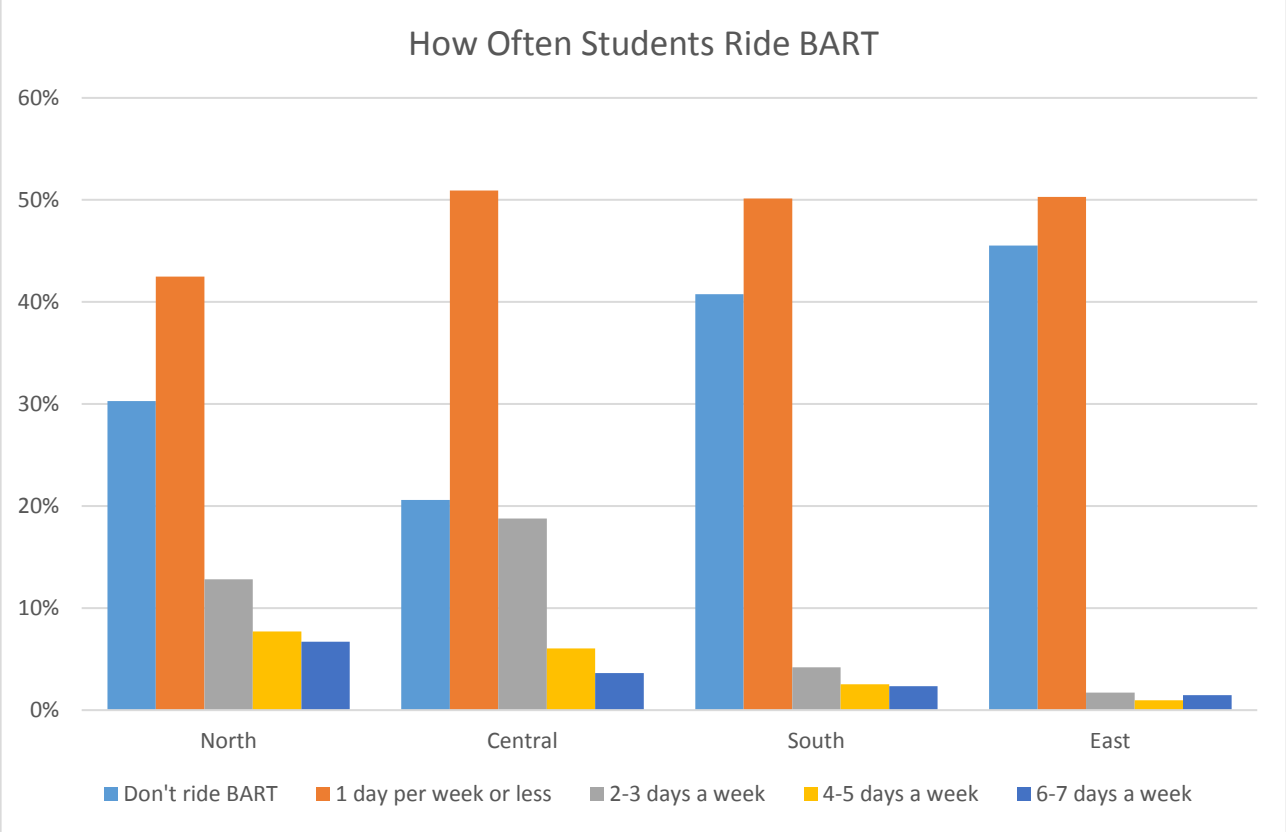
As part of the program, the team developed a series of educational materials and exercises about using the program and riding transit in general. In collaboration with the transit agencies, the team is distributing brochures and leading activities at James Logan High, Cesar Chavez Middle, and East Avenue Middle Schools in January. These activities include trivia contests and races on buses provided by the transit agencies on site.

Following further analysis of the survey results, these exercises will be developed for the other participating schools and set up for later this spring.

Despite significant outreach to Berkeley REALM Charter Middle and High School, which was selected for an information-only program, the school has been unresponsive and/or has indicated a lack of interest in participating in the program.

Update on BART passes

Efforts to integrate BART tickets into the program began in fall 2016. Affordable STPP BART tickets have been produced and distribution is about to begin. Survey data was collected regarding student interest in BART tickets. Highlights of this information are included below.



When asked how they would use a BART Ticket if it were offered as part of the Affordable STPP, students (countywide) responded with the following priorities:[11]

1) To spend time with friends (19%)
2) To get to/from extracurricular activities such as sports, music, lessons, etc. (16%)
3) To visit family (14%)
4) To get to/from educational programs such as tutoring, college prep, etc. (12%)
5) To get to/from school (10%)
6) To get to/from work (6%)

Thirteen percent of survey respondents indicated that they would not use a BART Ticket. In summer 2017, staff will report on BART ticket uptake and usage to inform BART ticket integration into Year 2 of the Pilot.

Next Steps

Another student survey is planned for the spring; the complete survey analysis will be presented to the Commission at the end of the school year. At that time, the team will

[11] Responses also included "Other/I prefer not to answer" (9%). Percentages do not add up to 100% as respondents were allowed to choose multiple answers.

also report on other key metrics, such as program costs, administrative costs, and qualitative feedback from the school communities and transit operators.

In addition to the marketing, educational outreach and ongoing program administration, the team will be planning for Year Two implementation and will be presenting proposed refinements, enhancements and other modifications to the Commission in the spring.

Fiscal Impact: There is no fiscal impact.

Staff Contact

Tess Lengyel, Deputy Director of Planning and Policy

Cathleen Sullivan, Principal Transportation Planner

DATE:	February 16, 2017
SUBJECT:	Alameda CTC Countywide Transit Plan Next Steps
RECOMMENDATION:	Receive an update on the next steps of the Alameda County Countywide Transit Plan.

Summary

In June 2016, the Commission approved the county's first Countywide Transit Plan (Plan). The Plan established a vision and goals for the county's transit system and identified policies, programs, and network recommendations for the county and our partners to pursue to achieve the vision. The Plan included three primary types of recommendations:

- Vision Network Recommendations: Transit corridors where improvements would have the greatest benefit to existing riders and greatest potential to attract new riders; informs where transit investments should be focused. It includes Regional Express and Urban Rapid corridors that together have the potential to capture the greatest market share of transit riders throughout the county and four Inter-Regional corridors that are planned within the context of the statewide rail system and Northern California regional rail system. The Network recommendations identify at a high level types of capital improvements to improve transit service frequency and reliability.
- Tier-Based Policy Strategies: Conceptual policies, planning initiatives, operational strategies and coordination activities to improve transit service.
- Phasing and Funding Strategies: Approaches to establish phasing and financing strategies in collaboration with all the necessary partner agencies and to secure funding for project delivery.

Staff will present an update on major work efforts identified in the Plan and an overall schedule for advancing priority initiatives.

Fiscal Impact: There is no fiscal impact

Staff Contact

Tess Lengyel, Deputy Executive Director of Planning and Policy

Cathleen Sullivan, Principal Transportation Planner

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