



Commission Meeting Agenda Thursday, October 24, 2019, 2 p.m.

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

1. Call to Order/Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Chair and Vice Chair Report

5. Executive Director Report

6. Consent Calendar Page/Action

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

- | | | |
|---|----|-----|
| 6.1. Approve September 26, 2019 Commission Minutes | 1 | A |
| 6.2. Approve the Administrative Amendment to Project Funding Agreement A18-0018 | 5 | A |
| 6.3. FY2018-19 Fourth Quarter Report of Claims Acted Upon Under the Government Claims Act | 9 | I |
| 6.4. FY2019-20 First Quarter Report of Claims Acted Upon Under the Government Claims Act | 11 | I |
| 6.5. Approve the Alameda CTC FY2018-19 Year-End Unaudited Investment Report | 15 | A |
| 6.6. Approve an update to Alameda CTC's Procurement Policy | 33 | A |
| 6.7. I-580 Express Lanes (PN 1373.002): Monthly Operations Update | 45 | I |
| 6.8. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments | 55 | I |
| 6.9. Affordable Student Transit Pass Program Phase 1 Expansion Update | 61 | I |
| 6.10. 2020 Countywide Transportation Plan: Shared Mobility/Transportation Network Companies Overview | 65 | I |
| 6.11. Legislative positions and update on federal, state, and local legislative activities | 75 | I/A |

- | | | |
|--|-----|---|
| 6.12. Approve Alameda County 2020 State Transportation Improvement Program (STIP) | 85 | A |
| 6.13. Approve Measure BB Oakland Broadway Corridor Transit Improvements Allocations to the Broadway Transit Lanes Project and Broadway Shuttle Operations for the Oakland Broadway Corridor Transit Improvements Project (TEP-24) | 95 | A |
| 6.14. I-680 Southbound Express Lane Project from SR-84 to Alcosta Boulevard (PN 1490001): Approve and authorize the Executive Director to execute Professional Services Agreement A20-0004 with WMH Corporation to provide services for the Plans, Specifications, and Estimate (PS&E) and Construction Contract Documents Phase | 101 | A |
| 6.15. Global Opportunities at the Port of Oakland Project (GoPort) (PN 1442000): Approve Project Actions for the Construction Phase of the Freight Intelligent Transportation Systems Component of the GoPort Project | 107 | A |

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

- | | |
|---|---|
| 7.1. Bicycle and Pedestrian Advisory Committee – Matthew Turner, Chair | I |
| 7.2. Independent Watchdog Committee – Steve Jones, Chair | I |
| 7.3. Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair | I |

8. Planning, Policy and Legislation Committee Action Items

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

- | | | |
|--|-----|-----|
| 8.1. Receive an update and provide direction on potential regional transportation measure known as FASTER Bay Area | 117 | I/A |
|--|-----|-----|

9. Programs and Projects Committee Action Items

The Programs and Projects Committee approved the following action items, unless otherwise noted in the recommendations.

- | | | |
|---|-----|---|
| 9.1. Alameda CTC Capital Program Update | 137 | I |
|---|-----|---|

10. Closed Session

- | | |
|---|-----|
| 10.1. Recess to Closed Session regarding Public Employment pursuant to Government Code Section 54957.5; Title: Executive Director | |
| 10.2. Reconvene to Open Session | |
| 10.3. Closes Session Report/ Action | I/A |

11. Member Reports

12. Adjournment

Next Meeting: December 5, 2019

Notes:

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



Alameda CTC Schedule of Upcoming Meetings for November 2019 through January 2020

Commission Chair

Supervisor Richard Valle, District 2

Commission Vice ChairMayor Pauline Cutter,
City of San Leandro**AC Transit**

Board Vice President Elsa Ortiz

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

Vice President Rebecca Saltzman

City of Alameda

Mayor Marilyn Ezzy Ashcraft

City of Albany

Mayor Rochelle Nason

City of Berkeley

Mayor Jesse Arreguin

City of Dublin

Mayor David Haubert

City of Emeryville

Councilmember John Bauters

City of Fremont

Mayor Lily Mei

City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of OaklandCouncilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao**City of Piedmont**

Mayor Robert McBain

City of Pleasanton

Mayor Jerry Thorne

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Commission and Committee Meetings

Time	Description	Date
9:00 a.m.	Finance and Administration Committee (FAC)	November 18, 2019 January 13, 2020
9:30 a.m.	I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)	November 18, 2019 Cancelled January 13, 2020
10:00 a.m.	I-580 Express Lane Policy Committee (I-580 PC)	
10:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
12:15 p.m.	Programs and Projects Committee (PPC)	December 5, 2019 January 23, 2020
2:00 p.m.	Alameda CTC Commission Meeting	

Advisory Committee Meetings

1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	November 7, 2020 January 9, 2020
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	November 18, 2019
5:30 p.m.	Independent Watchdog Committee (IWC)	November 18, 2019 January 13, 2020
5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	November 21, 2019
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	January 14, 2020

All meetings are held at Alameda CTC offices located at 1111 Broadway, Suite 800, Oakland, CA 94607. Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org).



Alameda County Transportation Commission Commission Meeting Minutes Thursday, September 26, 2019, 2 p.m.

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioners Freitas, Haggerty, Marchand, and Thorne.

Commissioner Cox was present as an alternate for Commissioner Chan. Commissioner Droste was present as an alternate for Commissioner Arreguin.

Subsequent to the roll call:

Commissioner Haggerty arrived during Item 5.

3. Public Comment

A public comment was made by Ken Bukowski regarding the Association of Bay Area Governments Executive Committee discussion on RHNA.

A public comment was made by Nicda Spence and Melissa Holmes regarding the San Pablo Avenue Corridor Project.

4. Chair and Vice Chair Report

Vice Chair Cutter reminded the Commission that FASTER Bay Area will host a transportation forum on October 3, 2019 at the Alameda County Transportation Commission. She noted that the forum was an opportunity for elected officials to ensure the needs of the County were heard by the FASTER Bay Area team. Vice Chair Cutter also thanked the Commissioners who attended project briefings for the San Pablo Corridor and East 14th Mission and Fremont Boulevard Projects before and after the Commission meeting.

5. Executive Director Report

Art Dao stated that the Executive Directors report could be found in the Commissioners folders as well as on the Alameda CTC website. He reminded the Commission that International Walk and Roll to School Day was scheduled for Wednesday, October 2, 2019 and also informed the Commission the Independent Watchdog Committee (IWC) released its 17th Annual Report to the Public in August, essentially concurring with the clean audit opinion of the independent auditors. Mr. Dao updated the Commission on Federal actions that were taken since the last update to the Commission and he informed the Commission that the Governor appointed Toks Omishakin as the new Caltrans Director. He concluded his report by thanking Commissioner Ashcraft and the City of Alameda on the groundbreaking of the Ferry Terminal at the Seaplane Lagoon at Alameda Point and congratulating Zach Wasserman of Wendel Rosen for receiving the 2019 Legacy Award from the Jobs and Housing Coalition.

Mr. Wasserman informed the Commission that the State of California Fair Political Practices Commission issued a formal letter dismissing the complaint filed against the agency last September due to insufficient evidence. He also provided the Commission with a brief update on the executive recruitment process for the agency's Executive Director Position.

6. Consent Calendar

- 6.1.** Approve July 25, 2019 Commission Minutes
- 6.2.** I-580 Express Lanes: Approve Amendment No. 1 to Cooperative Agreement with the Bay Area Toll Authority for Regional Customer Service Center Services for the I-580 Express Lanes
- 6.3.** I-580 Express Lanes Toll System Upgrade: Approve Cooperative Agreement with Caltrans
- 6.4.** I-580 Express Lanes (PN 1373.002): Monthly Operations Update
- 6.5.** Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
- 6.6.** I-580 Design Alternatives Assessment Update
- 6.7.** Approve the 2019 Congestion Management Program and 2019 Conformity Findings
- 6.8.** Approve legislative positions and receive an update on federal, state, and local legislative activities
- 6.9.** Approve Cooperative Agreement with the Port of Oakland for the GoPort- Freight Intelligent Transportation System Project construction phase for a not-to-exceed amount of \$2.4 million
- 6.10.** Approve Community Advisory Committee Appointments

Commissioner Halliday asked if there were any updates on legislative bills that the Commission has taken action on. Ms. Lengyel stated that a majority of the bills that the Commission has taken a position on have moved to the Governor's office and she reviewed bills that the Governor has signed to date. Ms. Lengyel noted that the Commission will receive more information in the October meetings once the Governor's actions on the bills are known, by October 13, 2019.

Commissioner Ezzy Ashcraft noted that she was not present at the July 25th Commission meeting as stated in the approved minutes.

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

Yes:	Bauters, Carson, Cox, Cutter, Droste, Dutra-Vernaci, Ezzy Ashcraft, Haggerty, Halliday, Haubert, Kaplan, McBain, Mei, Miley, Nason, Ortiz, Saltzman, Thao, Valle
No:	None
Abstain:	None
Absent:	Freitas, Marchand, Thorne

7. Community Advisory Committee Reports

7.1 Bicycle and Pedestrian Advisory Committee (BPAC)

There was no one present from BPAC.

7.2. Independent Watchdog Committee (IWC)

There was no one present from IWC.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

Sylvia Stadmire, Chair of PAPCO, stated that the Committee met on September 23, 2019. The committees received a presentation on the 2018 Comprehensive Investment Plan and received a progress report regarding Paratransit Discretionary Grant Programs as well as the ACT RealTime Platform from AC Transit. She concluded by stating that the next PAPCO meeting is scheduled for November 18, 2019.

8. Planning, Policy and Legislation Committee Action Items

8.1. Approve the Vision and Goals for the 2020 Countywide Transportation Plan

Carolyn Clevenger and Kristen Villanueva recommended that the Commission approve the Vision and Goals for the 2020 Countywide Transportation Plan. Ms. Clevenger stated that the 2020 CTP will have a 2050 horizon, be consistent with the regional transportation plan, Plan Bay Area 2050, and articulate a set of priority initiatives to address in a 10-year horizon. Ms. Villanueva presented comments on the plan from the PPLC committee as well as the technical advisory committee. She concluded the report by providing information on the revised vision statement, revised goals and community engagement.

Commissioner Miley wanted to ensure that there will be outreach meetings in all areas of the County including the unincorporated areas. Ms. Clevenger confirmed that there would be outreach done throughout the County.

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

Yes:	<i>Bauters, Carson, Cox, Cutter, Droste, Dutra-Vernaci, Ezzy Ashcraft, Haggerty, Halliday, Haubert, Kaplan, McBain, Mei, Miley, Nason, Ortiz, Saltzman, Thao, Valle</i>
No:	<i>None</i>
Abstain:	<i>None</i>
Absent:	<i>Freitas, Marchand, Thorne</i>

9. Member Reports

There were no member reports.

10. Adjournment

The next meeting is Thursday, October 24, 2019 at 2:00 p.m.

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Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 17, 2019

TO: Alameda County Transportation Commission

FROM: John Pulliam, Director of Project Delivery
Angelina Leong, Assistant Transportation Engineer

SUBJECT: Approve the Administrative Amendment to Project Funding Agreement A18-0018

Recommendation

It is recommended that the Commission approve the Administrative Amendment to Project Funding Agreement A18-0018 in support of the Alameda CTC's Capital Projects and Program delivery commitments.

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 Capital Projects and Program delivery commitments. Agreements are entered into based upon estimated known project needs for scope, cost and schedule.

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

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

Background

Amendments are considered "administrative" if they include only time extensions.

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 phase/project closeout activities.

Requests are evaluated to ensure that project deliverables are not compromised. The administrative amendment request identified in Table A has been evaluated and is recommended for approval.

Levine Act Statement: Not applicable.

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

Attachment:

A. Table A: Administrative Amendment Summary

Table A: Administrative Amendment Summary

Index No.	Firm/Agency	Project/Services	Agreement No.	Contract Amendment History and Requests	Reason Code	Fiscal Impact
1	City of Dublin	Dublin Boulevard – North Canyons Parkway Extension	A18-0018	A1: 12-month time extension from 3/31/2019 to 3/31/2020 A2: 12-month time extension from 3/31/2020 to 3/31/2021 (<i>current request</i>)	1	None

- (1) Project delays.
(2) Extended phase/project closeout activities.
(3) Other

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Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 17, 2019

TO: Alameda County Transportation Commission

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

SUBJECT: FY2018-19 Fourth Quarter Report of Claims Acted Upon Under the Government Claims Act

Recommendation

This item is to provide the Commission with an update on the FY2018-19 Fourth Quarter Report of Claims Acted upon under the Government Claims Act. This item is for information only.

Summary

There were no actions taken by staff under the Government Claims Act during the fourth quarter of FY2018-19.

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 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.



Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 17, 2019

TO: Alameda County Transportation Commission

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

SUBJECT: FY2019-20 First Quarter Report of Claims Acted Upon Under the Government Claims Act

Recommendation

This item is to provide the Commission with an update on the FY2019-20 First Quarter Report of Claims Acted upon under the Government Claims Act. This item is for information only.

Summary

The Report of Claims Acted Upon by Staff Under the Government Claims Act during the first quarter of FY2019-20 is attached as Attachment A.

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.

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“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."

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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.

Attachment:

- A. Report of Claims Acted Upon by Staff Under the Government Claims Act
July 1, 2019 – September 30, 2019

Report of Claims Acted Upon by Staff Under the Government Claim Act
July 1, 2019 - September 30, 2019

Claimant	Submitted By	Received Date	Amount	Action Taken	Date	Notes
Rail Surveyors and Engineers, Inc.	Wayne A. Lampers, Esq.	June 27, 2019	\$10,000+	Claim Rejected	August 12, 2019	Rejected with notice and warning given pursuant to Government Code Section 913.

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Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 17, 2019

TO: Alameda County Transportation Commission

FROM: Patricia Reavey, Deputy Executive Director of Finance/Administration
Lily Balinton, Director of Finance

SUBJECT: Alameda CTC FY2018-19 Year-End Unaudited Investment Report

Recommendation

It is recommended that the Commission approve the Alameda CTC FY2018-19 Year-End Unaudited Investment Report.

Summary

Alameda CTC's investments for the fourth quarter were in compliance with the Agency's investment policy, and the Agency has sufficient cash flow to meet expenditure requirements over the next six months.

At the beginning of this fiscal year, Alameda CTC hired Public Trust Advisors (PTA) as investment advisors for the Agency. Staff worked with PTA to develop a new investment strategy for the portfolio based on updated cash flow needs. PTA continues to work on transitioning to this new investment strategy as previous investments mature by reinvesting in securities that are better aligned with the new strategy. The strategy is designed to improve the safety, liquidity, and yield of the investment portfolio by matching investments and maturities with the most current cash flow needs. New benchmarks were established as a goal for the investment advisors for which to strive and to align with the desired performance of the portfolios once the investment strategy is fully implemented. By the end of the fiscal year, the plan has met the benchmark goals; however, this may waiver from quarter to quarter as the balance of historical securities mature and are integrated into PTA's new investment strategy.

The Consolidated Investment Report as of June 30, 2019 (Attachment A) provides balance and average return on investment information for all investments held by Alameda CTC at the end of the fiscal year. The report also shows balances as of June 30, 2018 for comparison purposes. The *Portfolio Review for Quarter Ending June 30, 2019* (Attachment B), prepared by PTA, provides a review and outlook of market conditions

and information regarding investment strategy, portfolio allocation, compliance, and returns by portfolio compared to the benchmarks.

Background

The following are key highlights of investment information as of June 30, 2019 compared to prior year-end balances:

- The 1986 Measure B investment balance increased by \$4.2 million or 3.1 percent directly related to investment earnings during the fiscal year.
- The 2000 Measure B investment balance increased \$10.9 million or 6.2 percent due to 2000 Measure B sales tax collections outpacing 2000 Measure B expenditures during the fiscal year.
- The 2014 Measure BB investment balance increased \$19.8 million or 12.6 percent due to the accumulation of sales tax revenues to fund the various projects and programs in the 2020 Comprehensive Investment Plan. Activity for projects and discretionary programs funding has begun and continues to ramp up; expenditures for the design and environmental phases of projects have been paid, with more significant expenditures for construction work to follow as projects progress.
- The Non-Sales Tax investment balance increased \$13.9 million or 15.0 percent primarily due to deferred expenditures.

While investment yields have been on the downturn in recent months, investment yields for the portfolio at year-end have increased over prior year returns with the approximate average return on investments for the fiscal year through June 30, 2019 at 2.80 percent compared to the prior year's average return of 1.01 percent. Return on investments for most funds were projected for the FY2018-19 budget year at approximately 1.75 percent.

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

Attachments:

- A. Consolidated Investment Report as of June 30, 2019
- B. Portfolio Review for Quarter Ending June 30, 2019 (provided by Public Trust Advisors)
- C. Holdings by Security Type as of June 30, 2019

Alameda CTC Consolidated Investment Report As of June 30, 2019							
1986 Measure B	Un-Audited	Interest Earned				FY 2017-2018	
		As of June 30, 2019				Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2018	FY 2017-2018
Bank Accounts	\$ 638,726	\$ 1,151	0.18%			\$ 983,237	1,551
State Treasurer Pool (LAIF) ⁽¹⁾	8,180,294	224,358	2.74%			7,967,920	117,629
Investment Advisor ^{(1) (2)}	130,237,131	4,581,249	3.52%			125,883,480	1,165,000
1986 Measure B Total	\$ 139,056,151	\$ 4,806,758	3.46%	\$ 2,100,000	\$ 2,706,758	\$ 134,834,637	\$ 1,284,180
Approx. ROI							0.95%
2000 Measure B	Un-Audited	Interest Earned				FY 2017-2018	
		As of June 30, 2019				Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2018	FY 2017-2018
Bank Accounts	\$ 12,046,053	\$ 23,914	0.20%			\$ 5,893,853	\$ 17,434
State Treasurer Pool (LAIF) ⁽¹⁾	22,805,786	577,411	2.53%			27,578,149	300,470
Investment Advisor ^{(1) (2)}	140,542,211	4,531,976	3.22%			131,287,716	1,268,387
2014 Series A Bond Project Fund	-	-	0.00%			-	8,825
2014 Series A Bond Revenue Fund ⁽¹⁾	827	17	2.12%			810	4
2014 Series A Bond Interest Fund ^{(1) (2)}	1,451,600	28,444	2.28%			1,712,643	21,940
2014 Series A Bond Principal Fund ^{(1) (2)}	8,079,175	260,015	2.40%			7,504,983	131,129
Project Deferred Revenue ^{(1) (3)}	739,696	21,232	2.87%			799,752	48,602
2000 Measure B Total	\$ 185,665,348	\$ 5,443,009	2.93%	\$ 2,315,000	\$ 3,128,009	\$ 174,777,906	\$ 1,796,791
Approx. ROI							1.03%
2014 Measure BB	Un-Audited	Interest Earned				FY 2017-2018	
		As of June 30, 2019				Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2018	FY 2017-2018
Bank Accounts	\$ 5,022,877	\$ 21,050	0.42%			\$ 1,441,895	\$ 18,195
State Treasurer Pool (LAIF) ⁽¹⁾	54,727,422	1,376,292	2.51%			43,552,054	658,535
Investment Advisor ^{(1) (2)}	113,092,288	2,761,645	2.44%			100,333,664	706,820
Project Deferred Revenue ^{(1) (3)}	4,222,598	214,584	5.08%			11,977,522	33,865
2014 Measure BB Total	\$ 177,065,185	\$ 4,373,571	2.47%	\$ 2,100,000	\$ 2,273,571	\$ 157,305,135	\$ 1,417,415
Approx. ROI							0.90%
Non-Sales Tax	Un-Audited	Interest Earned				FY 2017-2018	
		As of June 30, 2019				Investment Balance	Interest earned
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	June 30, 2018	FY 2017-2018
Bank Accounts	\$ 7,075,789	\$ 24,824	0.35%			\$ 5,423,196	\$ 30,015
State Treasurer Pool (LAIF) ⁽¹⁾	\$ 31,703,495	864,620	2.73%			29,258,291	404,598
California Asset Management Program (CAMP)	58,402,849	1,287,855	2.21%			49,614,995	600,311
Project Deferred Revenue ^{(1) (4)}	9,780,064	228,226	2.33%			8,739,938	103,849
Non-Sales Tax Total	\$ 106,962,197	\$ 2,405,525	2.25%	\$ 1,370,000	\$ 1,035,525	\$ 93,036,420	\$ 1,138,773
Approx. ROI							1.22%
Alameda CTC TOTAL	\$ 608,748,881	\$ 17,028,863	2.80%	\$ 7,885,000	\$ 9,143,863	\$ 559,954,098	\$ 5,637,159

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 project.
- (4) Project funds in deferred revenue are invested in LAIF with the majority of interest accruing back to the respective projects.

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**Alameda County Transportation Commission
Portfolio Review for the Quarter Ending June 30, 2019**

Fixed Income Market Review and Outlook

As we close the second quarter, the U.S. economy is entering its 121st month of expansion, marking the longest stretch of uninterrupted growth in modern American history according to data from the National Bureau of Economic Research dating back to 1854. The current expansion has been noteworthy not only because of its longevity, but also because of its persistently below-average pace of growth. Real Gross Domestic Product (GDP) has expanded at an average annualized rate of just 2.2% during the current cycle compared to an average of over 4.0% for the previous six expansions dating back to 1970. During the first quarter, the U.S. economy expanded at a 3.1% annualized rate fueled by gains in consumer spending and larger-than-expected gains in exports and inventories. Growth in the second quarter is expected to have moderated as stimulus from the Tax Cut and Jobs Act fades and slowing global growth and persistent trade tensions weigh on domestic sentiment and economic activity. The Atlanta Fed GDPNow GDP forecast is projecting second quarter annualized growth of just 1.4%.

U.S. Treasury yields collapsed in June as mounting global concerns significantly increased the likelihood of a rate cut from the Federal Reserve in July. The threat of escalating tariffs on U.S. trading partners has placed additional stress on a global economy saddled with plummeting inflation expectations, aging demographics, and weakening productivity. Market indicators project roughly one in three odds that the U.S. economy will enter a recession within the next 12 months.

The Federal Reserve, facing intense scrutiny from President Trump to cut rates in June, dropped its pledge to be “patient” in regard to future rate adjustments in favor of “closely monitoring the implications of incoming information.” While many Fed participants now anticipate 25 to 50 basis points of rate cuts over the next two years, this is markedly less than what markets have started to price in.

The much-anticipated June G20 summit meeting between President Trump and China’s Xi Jinping created many headlines while providing few results. Essentially, both sides agreed to more discussions with a final resolution nowhere in sight. Although the de-escalation in trade tensions temporarily put the market at ease, many realize this could all unravel with one sour tweet. With an unpredictable and wide range of possible outcomes, the trade issue will likely impair business investment and global growth for the foreseeable future.

Given this backdrop, consumer spending is poised to be the predominant driver of growth over the medium-term. The labor market, while admittedly choppy on a month to month basis, continues to show no sign of recession. The Fed projects the U.S. to grow roughly 2 percent for the next few years. Despite this forecasted weakness in global growth, trade risks and middling inflation will likely persuade the Fed to cut rates this year.

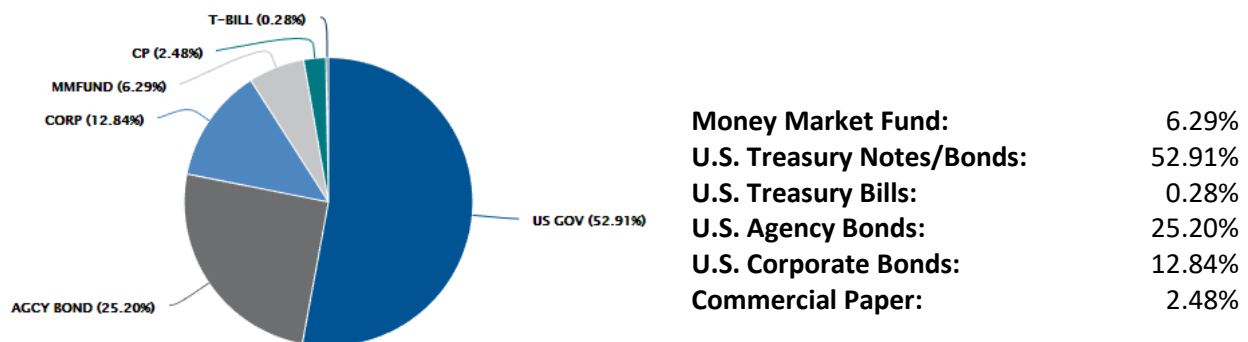
Investment Strategy Update

Alameda CTC is working with Public Trust Advisors (PTA) to develop and implement a long-term investment strategy tailored to the specific cashflow and liquidity needs of the 1986 Measure B portfolio,

the 2000 Measure B portfolio, and the 2014 Measure BB portfolio (collectively, the Portfolio). This approach separately considers each fund's unique cashflow requirements and separates the portfolio into that portion requiring cashflow matching for anticipated capital projects and that portion that is available for longer term investment (core). This customized approach is expected to improve the safety, liquidity, and yield of the Portfolio due to the improved asset-liability matching and longer maturity profile. Based upon a review of current portfolio holdings and the trades that would be required to rebalance the Portfolios to their customized long-term strategy, it has been determined to be in Alameda CTC's best interest to phase in the implementation of the long-term investment strategies over the course of calendar year 2019 rather than immediately.

Portfolio Allocation

Provided below is a summary of the Alameda CTC consolidated portfolio as of June 30, 2019.



Compliance with Investment Policy Statement

For the quarter ending June 30, 2019 the Alameda CTC portfolios were in compliance with the adopted investment policy.

Budget Impact

The portfolios' performance is reported on a total return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses) but does not include the deduction of management fees. Portfolio performance for the quarter ending June 30, 2019 is summarized in the table below. Given the decision to phase in the implementation of the longer-term strategy over the course of calendar year 2019, the reporting of benchmark performance and yield to maturity on the non-bond funds will not align well with the portfolio as it exists today. During this transition period, Portfolio performance will exhibit greater variances from the benchmarks, depending upon market conditions, until such time as the investment strategy is fully implemented. However, the benchmark established to compare performance will align better with the target investment strategy when it is fully implemented and will provide more appropriate and meaningful performance comparisons at that time. With that said, due to the timing of portfolio transactions and the

general downward trend in interest rates over the quarter, the Portfolios generated higher total returns than their benchmarks.

<i>Portfolio & Benchmark Total Return ¹</i>		
1986 Measure B Portfolio	2000 Measure B Portfolio	2014 Measure BB Portfolio
Portfolio Return: 1.36%	Portfolio Return: 1.23%	Portfolio Return: 0.73%
Benchmark Return: 1.23%	Benchmark Return: 0.94%	Benchmark Return: 0.72%

¹ Note: Past performance is not an indication of future results. Performance is presented prior to the deduction of investment management fees.

1986 Measure B benchmark is the BofAML 0-3 Year US Treasury Index.

2000 Measure B benchmark is the BofAML 1 Year US Treasury Index.

2014 Measure BB benchmark is the ML 6mo. Treasury Index.

Over the quarter, durations in the 1986 Measure B, 2000 Measure B, and 2014 Measure BB portfolios averaged 1.63, 1.44, and 0.44 respectively, compared to average benchmark durations of 1.41, 0.94, and 0.44 respectively.

The Portfolio's yield to maturity, representing 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. Portfolio yield to maturity for the quarter ending June 30, 2019 is summarized below:

<i>Portfolio & Benchmark Yield to Maturity</i>		
1986 Measure B Portfolio	2000 Measure B Portfolio	2014 Measure BB Portfolio
Portfolio YTM: 1.94%	Portfolio YTM: 1.95%	Portfolio YTM: 2.16%
Benchmark YTM: 1.87%	Benchmark YTM: 2.01%	Benchmark YTM: 2.12%

Bond Portfolios

The Bond portfolios, including the Interest and Principal Funds, remain invested in permitted high grade fixed income securities with maturity dates matched to appropriate debt service payment dates. As of June 30, 2019, the weighted average maturity for the Interest Fund and Principal Fund were 0.15 and 0.63 years, respectively.

One way to measure the anticipated return of the Bond 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. The yield to maturity for the Bond Portfolios and comparable maturity U.S. Treasury securities as of the quarter ending June 30, 2019 are summarized below:

Portfolio & Comparable Maturity U.S. Treasury Security Yield to Maturity**Interest Fund Portfolio**

Portfolio YTM: 2.04%

Comparable TSY YTM: 2.02%

Principal Fund Portfolio

Portfolio YTM: 2.07%

Comparable TSY YTM: 2.06%

For the quarter ending June 30, 2019, the Alameda CTC Series 2014 Bonds Interest Fund and Principal Fund portfolios were invested in compliance with Section 5.11 of the Bond Indenture dated February 1, 2014.

Holdings by Security Type ACTC

Base Currency: USD As of 06/30/2019

ACTC 1986 Measure B (159781)

Dated: 08/08/2019

AGCY BOND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
FREDDIE MAC	3137EAEJ4	09/29/2020	2,000,000.00	99.6600	1,993,200.00	1,993,156.00	1,997,102.26	1.745	1.529%	AA+	Aaa
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G0H55	12/28/2020	1,000,000.00	99.9844	999,844.00	995,700.00	997,871.44	2.022	0.767%	AA+	Aaa
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G0S38	01/05/2022	5,800,000.00	100.5246	5,830,426.80	5,705,283.80	5,719,700.94	2.575	4.471%	AA+	Aaa
FEDERAL HOME LOAN MORTGAGE CORP	3137EAEB1	07/19/2019	2,000,000.00	99.9191	1,998,382.00	1,978,200.00	1,999,481.64	1.410	1.533%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130A9EP2	09/26/2019	4,000,000.00	99.7098	3,988,392.00	3,965,240.00	3,996,072.57	1.420	3.059%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130ACE26	09/28/2020	1,400,000.00	99.3396	1,390,754.40	1,364,860.00	1,382,564.12	2.413	1.067%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AE6V7	05/07/2020	5,200,000.00	100.3892	5,220,238.40	5,196,152.00	5,198,240.11	2.570	4.003%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AECJ7	05/28/2020	5,000,000.00	100.5306	5,026,530.00	5,005,300.00	5,002,413.72	2.570	3.855%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130ADRG9	03/10/2023	4,600,000.00	102.9177	4,734,214.20	4,613,018.00	4,611,598.33	2.677	3.631%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AFE78	12/09/2022	5,300,000.00	103.9697	5,510,394.10	5,367,787.00	5,359,921.42	2.651	4.226%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AFFN2	12/10/2021	3,300,000.00	102.7989	3,392,363.70	3,335,475.00	3,329,942.51	2.611	2.602%	AA+	Aaa
---	---	05/17/2021	39,600,000.00	101.2472	40,084,739.60	39,520,171.80	39,594,909.05	2.362	30.740%	AA+	Aaa

CASH

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
Receivable	CCYUSD	06/30/2019	4,160,153.08	1.0000	4,160,153.08	4,160,153.08	4,160,153.08	0.000	3.190%	AAA	Aaa
Receivable	CCYUSD	06/30/2019	4,160,153.08	1.0000	4,160,153.08	4,160,153.08	4,160,153.08	0.000	3.190%	AAA	Aaa

CORP

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
US BANK NA	90331HML4	10/28/2019	2,000,000.00	99.9428	1,998,856.00	2,016,400.00	2,001,900.52	1.726	1.533%	AA-	A1
TOYOTA MOTOR CREDIT CORPORATION	89233P5T9	01/12/2022	1,300,000.00	102.8227	1,336,695.10	1,316,588.00	1,314,629.04	2.834	1.025%	AA-	Aa3
STATE STREET CORP	857477AS2	08/18/2020	1,000,000.00	100.4444	1,004,444.00	1,008,800.00	1,003,755.88	2.206	0.770%	A	A1
STATE STREET CORP	857477AS2	08/18/2020	1,000,000.00	100.4444	1,004,444.00	994,500.00	997,481.19	2.781	0.770%	A	A1
PFIZER INC	717081DZ3	12/15/2021	1,300,000.00	100.0893	1,301,160.90	1,301,768.00	1,301,729.48	2.143	0.998%	AA	A1
PEPSICO INC	713448DC9	10/14/2020	2,000,000.00	100.1029	2,002,058.00	1,997,540.00	1,998,871.80	2.195	1.535%	A+	A1
PEPSICO INC	713448BW7	08/25/2021	1,300,000.00	101.8362	1,323,870.60	1,323,959.00	1,323,364.48	2.139	1.015%	A+	A1
ORACLE CORP	68389XBA2	07/08/2021	1,300,000.00	101.3570	1,317,641.00	1,300,949.00	1,300,812.48	2.767	1.010%	AA-	A1
MICROSOFT CORP	594918BG8	11/03/2020	1,000,000.00	99.9602	999,602.00	996,730.00	998,466.50	2.118	0.767%	AAA	Aaa
HOME DEPOT INC	437076AT9	09/15/2020	2,000,000.00	101.9893	2,039,786.00	2,056,240.00	2,024,241.38	2.638	1.564%	A	A2
CISCO SYSTEMS INC	17275RBG6	09/20/2019	1,000,000.00	99.7850	997,850.00	995,950.00	999,571.18	1.597	0.765%	AA-	A1
CATERPILLAR FINANCIAL SERVICES CORP	14912L6J5	03/05/2020	2,000,000.00	99.7598	1,995,196.00	1,993,326.00	1,993,824.06	2.460	1.530%	A	A3
BERKSHIRE HATHAWAY FINANCE CORP	084664BZ3	10/15/2020	1,000,000.00	100.9750	1,009,750.00	1,006,310.00	1,003,095.97	2.650	0.774%	AA	Aa2
BANK OF NEW YORK MELLON CORP	06406HCW7	09/11/2019	1,000,000.00	100.0027	1,000,027.00	1,012,340.00	1,000,697.85	1.666	0.767%	A	A1
APPLE INC	037833CK4	02/07/2020	2,000,000.00	99.7894	1,995,788.00	1,993,200.00	1,998,065.89	2.064	1.531%	AA+	Aa1
AMERICAN HONDA FINANCE CORP	02665WAZ4	09/24/2020	1,500,000.00	100.2070	1,503,105.00	1,490,505.00	1,492,729.64	2.853	1.153%	A	A2
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MMFUND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
MORG STAN I LQ:GV I	61747C707	06/30/2019	1,245,514.05	1.0000	1,245,514.05	1,245,514.05	1,245,514.05	2.260	0.955%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	06/30/2019	1,245,514.05	1.0000	1,245,514.05	1,245,514.05	1,245,514.05	2.260	0.955%	AAAm	Aaa

Holdings by Security Type ACTC

ACTC 1986 Measure B (159781)

Base Currency: USD As of 06/30/2019

Dated: 08/08/2019

T-BILL

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
UNITED STATES TREASURY	912796SK6	09/26/2019	1,000,000.00	99.4985	994,985.00	987,934.92	994,232.63	2.456	0.763%	A-1+	P-1
UNITED STATES TREASURY	912796SK6	09/26/2019	1,000,000.00	99.4985	994,985.00	987,934.92	994,232.63	2.456	0.763%	A-1+	P-1

US GOV

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
UNITED STATES TREASURY	9128284P2	05/15/2021	4,000,000.00	101.5430	4,061,720.00	3,997,031.24	3,998,121.52	2.651	3.115%	AA+	Aaa
UNITED STATES TREASURY	912828A42	11/30/2020	5,000,000.00	100.2070	5,010,350.00	4,926,757.80	4,958,761.46	2.605	3.842%	AA+	Aaa
UNITED STATES TREASURY	912828LJ7	08/15/2019	3,000,000.00	100.1654	3,004,962.00	3,138,398.43	3,008,519.74	1.284	2.304%	AA+	Aaa
UNITED STATES TREASURY	912828ND8	05/15/2020	5,000,000.00	101.2852	5,064,260.00	5,089,257.80	5,041,385.52	2.522	3.884%	AA+	Aaa
UNITED STATES TREASURY	912828NT3	08/15/2020	1,500,000.00	100.7812	1,511,718.00	1,539,667.97	1,515,798.00	1.663	1.159%	AA+	Aaa
UNITED STATES TREASURY	912828VZ0	09/30/2020	1,000,000.00	100.1406	1,001,406.00	990,820.31	995,584.09	2.366	0.768%	AA+	Aaa
UNITED STATES TREASURY	912828L57	09/30/2022	5,300,000.00	100.0703	5,303,725.90	5,156,734.38	5,174,218.72	2.519	4.067%	AA+	Aaa
UNITED STATES TREASURY	9128285A4	09/15/2021	3,900,000.00	102.2188	3,986,533.20	3,923,765.63	3,919,731.34	2.511	3.057%	AA+	Aaa
UNITED STATES TREASURY	912828XW5	06/30/2022	5,700,000.00	100.1250	5,707,125.00	5,557,500.00	5,576,160.71	2.510	4.377%	AA+	Aaa
UNITED STATES TREASURY	9128285R7	12/15/2021	2,650,000.00	102.1914	2,708,072.10	2,665,320.31	2,663,743.89	2.405	2.077%	AA+	Aaa
UNITED STATES TREASURY	912828G87	12/31/2021	2,650,000.00	100.9648	2,675,567.20	2,629,814.45	2,631,858.81	2.409	2.052%	AA+	Aaa
UNITED STATES TREASURY	912828F21	09/30/2021	2,500,000.00	100.8438	2,521,095.00	2,488,769.53	2,489,877.80	2.311	1.933%	AA+	Aaa
UNITED STATES TREASURY	9128286C9	02/15/2022	2,900,000.00	101.9648	2,956,979.20	2,916,992.20	2,915,535.73	2.288	2.268%	AA+	Aaa
UNITED STATES TREASURY	912828WR7	06/30/2021	2,075,000.00	100.7188	2,089,915.10	2,063,895.51	2,064,942.58	2.375	1.603%	AA+	Aaa
UNITED STATES TREASURY	912828F96	10/31/2021	2,075,000.00	100.6055	2,087,564.13	2,056,438.48	2,057,956.97	2.365	1.601%	AA+	Aaa
UNITED STATES TREASURY	912828A83	12/31/2020	1,900,000.00	100.7891	1,914,992.90	1,900,000.00	1,900,000.00	2.374	1.469%	AA+	Aaa
UNITED STATES TREASURY	9128284B3	03/15/2021	1,900,000.00	100.9648	1,918,331.20	1,900,667.96	1,900,612.87	2.355	1.471%	AA+	Aaa
UNITED STATES TREASURY	912828WG1	04/30/2021	1,900,000.00	100.8398	1,915,956.20	1,896,585.95	1,896,849.66	2.343	1.469%	AA+	Aaa
UNITED STATES TREASURY	9128283X6	02/15/2021	1,900,000.00	100.6797	1,912,914.30	1,896,289.07	1,896,608.29	2.362	1.467%	AA+	Aaa
UNITED STATES TREASURY	912828G95	12/31/2019	1,000,000.00	99.7617	997,617.00	995,507.81	996,211.66	2.394	0.765%	AA+	Aaa
UNITED STATES TREASURY	9128282X7	09/30/2019	1,000,000.00	99.7930	997,930.00	996,562.50	997,497.50	2.385	0.765%	AA+	Aaa
UNITED STATES TREASURY	912828XD7	05/31/2022	1,725,000.00	100.4531	1,732,815.98	1,727,425.78	1,727,378.87	1.826	1.329%	AA+	Aaa
UNITED STATES TREASURY	---	06/17/2021	60,575,000.00	100.8420	61,081,550.40	60,454,203.11	60,327,355.72	2.363	46.843%	AA+	Aaa

Summary

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
---	---	03/17/2021	129,280,667.14	96.7911	130,397,215.74	129,173,081.96	129,075,401.88	2.277	100.000%	AA	Aa1

* Grouped by: Security Type. * Groups Sorted by: Security Type. * Weighted by: Market Value + Accrued, except Book Yield by Base Book Value + Accrued. * Holdings Displayed by: Lot.

Holdings by Security Type ACTC

Base Currency: USD As of 06/30/2019

ACTC 2000 Measure B (159783)

Dated: 08/08/2019

AGCY BOND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
FREDDIE MAC	3137EAE5	01/17/2020	3,000,000.00	99.6455	2,989,365.00	2,958,420.00	2,988,000.00	2.249	2.122%	AA+	Aaa
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G0T29	02/28/2020	3,000,000.00	99.6157	2,988,471.00	2,953,842.00	2,984,802.40	2.286	2.121%	AA+	Aaa
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G0ZG1	09/12/2019	3,000,000.00	99.8970	2,996,910.00	3,009,648.00	3,001,014.85	1.577	2.127%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130A0JR2	12/13/2019	3,500,000.00	100.0599	3,502,096.50	3,533,005.00	3,507,409.29	1.895	2.486%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AECJ7	05/28/2020	4,000,000.00	100.5306	4,021,224.00	4,004,240.00	4,001,917.82	2.570	2.854%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AFE78	12/09/2022	3,500,000.00	103.9697	3,638,939.50	3,544,765.00	3,539,570.75	2.651	2.583%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AFFN2	12/10/2021	6,500,000.00	102.7989	6,681,928.50	6,569,875.00	6,558,977.67	2.611	4.743%	AA+	Aaa
FEDERAL FARM CREDIT BANKS FUNDING CORP	3133EH2S1	12/12/2019	3,500,000.00	99.9872	3,499,552.00	3,498,950.00	3,499,765.40	1.890	2.484%	AA+	Aaa
FEDERAL FARM CREDIT BANKS FUNDING CORP	3133EJHL6	03/27/2020	4,000,000.00	100.2862	4,011,448.00	3,999,920.00	3,999,970.45	2.376	2.847%	AA+	Aaa
---	---	09/29/2020	34,000,000.00	100.9910	34,329,934.50	34,072,665.00	34,081,428.62	2.284	24.368%	AA+	Aaa

CASH

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
Receivable	CCYUSD	06/30/2019	3,341,622.11	1.0000	3,341,622.11	3,341,622.11	3,341,622.11	0.000	2.372%	AAA	Aaa
Receivable	CCYUSD	06/30/2019	3,341,622.11	1.0000	3,341,622.11	3,341,622.11	3,341,622.11	0.000	2.372%	AAA	Aaa

CORP

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
TOYOTA MOTOR CREDIT CORPORATION	89233P5T9	01/12/2022	1,350,000.00	102.8227	1,388,106.45	1,367,226.00	1,365,191.69	2.834	0.985%	AA-	Aa3
PEPSICO INC	713448BN7	01/15/2020	2,000,000.00	101.2030	2,024,060.00	2,103,180.00	2,026,740.37	1.969	1.437%	A+	A1
ORACLE CORP	68389XAX3	10/08/2019	2,000,000.00	100.0069	2,000,138.00	2,010,320.00	2,001,559.82	1.955	1.420%	AA-	A1
ORACLE CORP	68389XBA2	07/08/2021	1,350,000.00	101.3570	1,368,319.50	1,350,985.50	1,350,843.73	2.767	0.971%	AA-	A1
CISCO SYSTEMS INC	17275RBG6	09/20/2019	2,000,000.00	99.7850	1,995,700.00	1,980,500.00	1,997,558.73	1.962	1.417%	AA-	A1
BRANCH BANKING AND TRUST CO	07330NAN5	01/15/2020	2,500,000.00	99.8527	2,496,317.50	2,494,450.00	2,498,542.57	2.210	1.772%	A	A1
APPLE INC	037833CM0	02/09/2022	1,350,000.00	101.2017	1,366,222.95	1,341,454.50	1,342,388.04	2.726	0.970%	AA+	Aa1
AMERICAN HONDA FINANCE CORP	02665WAZ4	09/24/2020	1,350,000.00	100.2070	1,352,794.50	1,341,454.50	1,343,456.67	2.853	0.960%	A	A2
---	---	07/26/2020	13,900,000.00	100.6717	13,991,658.90	13,989,570.50	13,926,281.63	2.330	9.931%	A+	A1

MMFUND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
MORG STAN I LQ:GV I	61747C707	06/30/2019	3,612,096.17	1.0000	3,612,096.17	3,612,096.17	3,612,096.17	2.260	2.564%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	06/30/2019	3,612,096.17	1.0000	3,612,096.17	3,612,096.17	3,612,096.17	2.260	2.564%	AAAm	Aaa

US GOV

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
UNITED STATES TREASURY	9128283S7	01/31/2020	3,500,000.00	99.9688	3,498,908.00	3,490,566.42	3,497,234.54	2.138	2.484%	AA+	Aaa
UNITED STATES TREASURY	9128284Q0	05/31/2020	3,500,000.00	100.4414	3,515,449.00	3,499,316.42	3,499,686.73	2.510	2.495%	AA+	Aaa
UNITED STATES TREASURY	912828G95	12/31/2019	3,500,000.00	99.7617	3,491,659.50	3,485,781.25	3,496,544.45	1.826	2.478%	AA+	Aaa
UNITED STATES TREASURY	912828LJ7	08/15/2019	2,000,000.00	100.1654	2,003,308.00	2,075,546.88	2,005,104.52	1.519	1.422%	AA+	Aaa
UNITED STATES TREASURY	912828ND8	05/15/2020	2,288,000.00	101.2852	2,317,405.38	2,328,844.37	2,306,938.01	2.522	1.645%	AA+	Aaa
UNITED STATES TREASURY	912828U73	12/15/2019	3,500,000.00	99.6836	3,488,926.00	3,469,511.71	3,493,091.53	1.816	2.476%	AA+	Aaa

Holdings by Security Type ACTC

ACTC 2000 Measure B (159783)

Base Currency: USD As of 06/30/2019

Dated: 08/08/2019

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
UNITED STATES TREASURY	912828UV0	03/31/2020	2,000,000.00	99.3438	1,986,876.00	1,952,343.76	1,982,975.48	2.294	1.410%	AA+	Aaa
UNITED STATES TREASURY	912828A83	12/31/2020	7,500,000.00	100.7891	7,559,182.50	7,477,441.43	7,482,654.55	2.533	5.366%	AA+	Aaa
UNITED STATES TREASURY	912828C57	03/31/2021	7,500,000.00	100.7773	7,558,297.50	7,455,175.73	7,464,374.74	2.530	5.365%	AA+	Aaa
UNITED STATES TREASURY	912828L65	09/30/2020	6,500,000.00	99.3594	6,458,361.00	6,372,031.25	6,405,977.94	2.565	4.584%	AA+	Aaa
UNITED STATES TREASURY	912828WR7	06/30/2021	7,500,000.00	100.7188	7,553,910.00	7,430,566.43	7,443,367.03	2.516	5.362%	AA+	Aaa
UNITED STATES TREASURY	912828G95	12/31/2019	500,000.00	99.7617	498,808.50	495,546.88	497,658.27	2.577	0.354%	AA+	Aaa
UNITED STATES TREASURY	912828XW5	06/30/2022	4,000,000.00	100.1250	4,005,000.00	3,900,000.00	3,913,095.24	2.510	2.843%	AA+	Aaa
UNITED STATES TREASURY	912828S35	06/30/2023	500,000.00	98.6133	493,066.50	476,250.00	478,409.09	2.522	0.350%	AA+	Aaa
UNITED STATES TREASURY	9128284B3	03/15/2021	2,200,000.00	100.9648	2,221,225.60	2,196,906.25	2,197,345.17	2.448	1.577%	AA+	Aaa
UNITED STATES TREASURY	912828A83	12/31/2020	2,200,000.00	100.7891	2,217,360.20	2,196,046.89	2,196,671.38	2.478	1.574%	AA+	Aaa
UNITED STATES TREASURY	9128285R7	12/15/2021	2,400,000.00	102.1914	2,452,593.60	2,413,875.00	2,412,447.30	2.405	1.741%	AA+	Aaa
UNITED STATES TREASURY	9128283X6	02/15/2021	2,200,000.00	100.6797	2,214,953.40	2,191,062.50	2,192,381.36	2.469	1.572%	AA+	Aaa
UNITED STATES TREASURY	912828WR7	06/30/2021	2,300,000.00	100.7188	2,316,532.40	2,284,457.04	2,286,378.92	2.431	1.644%	AA+	Aaa
UNITED STATES TREASURY	912828WN6	05/31/2021	2,300,000.00	100.4297	2,309,883.10	2,278,527.34	2,281,281.62	2.438	1.640%	AA+	Aaa
UNITED STATES TREASURY	912828WG1	04/30/2021	2,300,000.00	100.8398	2,319,315.40	2,290,656.25	2,291,902.89	2.448	1.646%	AA+	Aaa
UNITED STATES TREASURY	912828RC6	08/15/2021	2,300,000.00	100.7617	2,317,519.10	2,283,828.13	2,285,723.13	2.427	1.645%	AA+	Aaa
UNITED STATES TREASURY	912828F21	09/30/2021	2,300,000.00	100.8438	2,319,407.40	2,283,378.91	2,285,229.69	2.421	1.646%	AA+	Aaa
UNITED STATES TREASURY	912828G53	11/30/2021	2,400,000.00	100.3164	2,407,593.60	2,366,718.74	2,370,195.38	2.408	1.709%	AA+	Aaa
UNITED STATES TREASURY	912828Y20	07/15/2021	2,300,000.00	101.7305	2,339,801.50	2,310,062.50	2,308,840.29	2.429	1.661%	AA+	Aaa
UNITED STATES TREASURY	912828G87	12/31/2021	2,400,000.00	100.9648	2,423,155.20	2,381,718.74	2,383,570.23	2.409	1.720%	AA+	Aaa
UNITED STATES TREASURY	912828A42	11/30/2020	2,100,000.00	100.2070	2,104,347.00	2,087,285.15	2,089,167.28	2.373	1.494%	AA+	Aaa
UNITED STATES TREASURY	9128285G1	10/31/2020	1,200,000.00	101.3008	1,215,609.60	1,210,968.74	1,210,023.87	2.233	0.863%	AA+	Aaa
UNITED STATES TREASURY	---	01/30/2021	85,188,000.00	100.4980	85,608,454.98	84,684,414.70	84,758,270.62	2.386	60.765%	AA+	Aaa

Summary

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
---	---	11/14/2020	140,041,718.28	95.7427	140,883,766.66	139,700,368.47	139,719,699.15	2.296	100.000%	AA+	Aa1

* Grouped by: Security Type. * Groups Sorted by: Security Type. * Weighted by: Market Value + Accrued, except Book Yield by Base Book Value + Accrued. * Holdings Displayed by: Lot.

Holdings by Security Type ACTC

ACTC 2014 Measure BB (159782)

Base Currency: USD As of 06/30/2019

Dated: 08/08/2019

AGCY BOND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
FREDDIE MAC	3137EAEF2	04/20/2020	3,000,000.00	99.4922	2,984,766.00	2,944,563.00	2,978,034.40	2.312	2.636%	AA+	Aaa
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G0A78	01/21/2020	2,523,000.00	99.7414	2,516,475.52	2,499,258.57	2,516,282.59	2.114	2.223%	AA+	Aaa
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G0T29	02/28/2020	2,000,000.00	99.6157	1,992,314.00	1,969,074.00	1,989,817.56	2.290	1.760%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130A0JR2	12/13/2019	2,000,000.00	100.0599	2,001,198.00	2,018,860.00	2,004,233.88	1.895	1.767%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130ADUJ9	03/30/2020	3,000,000.00	100.2904	3,008,712.00	3,001,359.00	3,000,514.57	2.351	2.657%	AA+	Aaa
FEDERAL FARM CREDIT BANKS FUNDING CORP	3133EH2S1	12/12/2019	2,000,000.00	99.9872	1,999,744.00	1,999,400.00	1,999,865.21	1.890	1.766%	AA+	Aaa
FEDERAL FARM CREDIT BANKS FUNDING CORP	3133EJHL6	03/27/2020	2,000,000.00	100.2862	2,005,724.00	1,999,960.00	1,999,985.23	2.376	1.771%	AA+	Aaa
---	---	02/22/2020	16,523,000.00	99.9159	16,508,933.52	16,432,474.57	16,488,733.43	2.192	14.581%	AA+	Aaa

CASH

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
Receivable	CCYUSD	06/30/2019	16,137,337.21	1.0000	16,137,337.21	16,137,337.21	16,137,337.21	0.000	14.252%	AAA	Aaa
Receivable	CCYUSD	06/30/2019	16,137,337.21	1.0000	16,137,337.21	16,137,337.21	16,137,337.21	0.000	14.252%	AAA	Aaa

CORP

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
PROCTER & GAMBLE CO	742718EG0	11/01/2019	1,000,000.00	99.9030	999,030.00	992,800.00	998,446.32	2.373	0.882%	AA-	Aa3
PEPSICO INC	713448BN7	01/15/2020	2,000,000.00	101.2030	2,024,060.00	2,103,180.00	2,026,740.37	1.969	1.788%	A+	A1
MICROSOFT CORP	594918BN3	08/08/2019	1,000,000.00	99.8810	998,810.00	984,390.00	998,776.95	2.300	0.882%	AAA	Aaa
INTEL CORP	458140AZ3	05/11/2020	1,000,000.00	99.6407	996,407.00	985,900.00	994,171.26	2.548	0.880%	A+	A1
BANK OF NEW YORK MELLON CORP	06406HCW7	09/11/2019	1,500,000.00	100.0027	1,500,040.50	1,491,165.00	1,498,808.76	2.714	1.325%	A	A1
APPLE INC	037833CK4	02/07/2020	3,000,000.00	99.7894	2,993,682.00	2,989,800.00	2,997,098.84	2.064	2.644%	AA+	Aa1
---	---	12/21/2019	9,500,000.00	100.1332	9,512,029.50	9,547,235.00	9,514,042.50	2.253	8.401%	AA-	Aa3

CP

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
Toyota Motor Credit Corporation	89233HY40	11/04/2019	2,250,000.00	99.1776	2,231,496.00	2,206,791.88	2,229,761.25	2.612	1.971%	A-1+	P-1
Toyota Motor Credit Corporation	89233HW59	09/05/2019	2,275,000.00	99.5499	2,264,760.23	2,241,320.51	2,264,364.37	2.586	2.000%	A-1+	P-1
J.P. Morgan Securities LLC	46640QY54	11/05/2019	4,500,000.00	99.1718	4,462,731.00	4,411,556.24	4,457,931.25	2.694	3.941%	A-1	P-1
---	---	10/20/2019	9,025,000.00	99.2688	8,958,987.22	8,859,668.63	8,952,056.87	2.646	7.913%	AA-	P-1

MMFUND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
MORG STAN I LQ:GV I	61747C707	06/30/2019	17,849,195.09	1.0000	17,849,195.09	17,849,195.09	17,849,195.09	2.260	15.764%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	06/30/2019	17,849,195.09	1.0000	17,849,195.09	17,849,195.09	17,849,195.09	2.260	15.764%	AAAm	Aaa

US GOV

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
UNITED STATES TREASURY	9128283H1	11/30/2019	2,650,000.00	99.8438	2,645,860.70	2,622,982.43	2,642,533.33	2.444	2.337%	AA+	Aaa

Holdings by Security Type ACTC

ACTC 2014 Measure BB (159782)

Base Currency: USD As of 06/30/2019

Dated: 08/08/2019

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
UNITED STATES TREASURY	9128283Y4	02/29/2020	3,000,000.00	100.1289	3,003,867.00	2,998,710.93	2,999,546.68	2.273	2.653%	AA+	Aaa
UNITED STATES TREASURY	9128284C1	03/31/2020	4,000,000.00	100.1680	4,006,720.00	3,998,281.24	3,999,347.73	2.272	3.539%	AA+	Aaa
UNITED STATES TREASURY	912828G95	12/31/2019	2,000,000.00	99.7617	1,995,234.00	1,991,875.00	1,998,025.40	1.826	1.762%	AA+	Aaa
UNITED STATES TREASURY	912828MP2	02/15/2020	2,102,000.00	100.9375	2,121,706.25	2,164,485.23	2,121,181.12	2.130	1.874%	AA+	Aaa
UNITED STATES TREASURY	912828ND8	05/15/2020	2,888,000.00	101.2852	2,925,116.58	2,939,555.31	2,911,904.28	2.522	2.583%	AA+	Aaa
UNITED STATES TREASURY	912828X21	04/15/2020	3,000,000.00	99.5859	2,987,577.00	2,952,421.89	2,981,343.18	2.309	2.639%	AA+	Aaa
UNITED STATES TREASURY	912828F39	09/30/2019	23,225,000.00	99.8945	23,200,497.63	23,094,359.38	23,178,561.34	2.563	20.491%	AA+	Aaa
UNITED STATES TREASURY	912828G95	12/31/2019	1,375,000.00	99.7617	1,371,723.38	1,364,150.40	1,368,814.71	2.538	1.212%	AA+	Aaa
UNITED STATES TREASURY	---	12/12/2019	44,240,000.00	100.0437	44,258,302.53	44,126,821.80	44,201,257.77	2.435	39.089%	AA+	Aaa

Summary

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
---	---	10/31/2019	113,274,532.30	70.3356	113,224,785.07	112,952,732.30	113,142,622.86	2.027	100.000%	AA+	Aaa

* Grouped by: Security Type. * Groups Sorted by: Security Type. * Weighted by: Market Value + Accrued, except Book Yield by Base Book Value + Accrued. * Holdings Displayed by: Lot.

Holdings by Security Type ACTC

ACTC Series 2014-Interest Fd (159784)

Base Currency: USD As of 06/30/2019

Dated: 08/08/2019

AGCY DISC

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
FEDERAL HOME LOAN BANKS	313384KU2	08/23/2019	285,000.00	99.6746	284,072.61	283,406.85	284,018.17	2.360	19.569%	A-1+	P-1
FEDERAL HOME LOAN BANKS	313384KU2	08/23/2019	285,000.00	99.6746	284,072.61	283,406.85	284,018.17	2.360	19.569%	A-1+	P-1

CASH

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
Receivable	CCYUSD	06/30/2019	57.82	1.0000	57.82	57.82	57.82	0.000	0.004%	AAA	Aaa
Receivable	CCYUSD	06/30/2019	57.82	1.0000	57.82	57.82	57.82	0.000	0.004%	AAA	Aaa

MMFUND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
MORG STAN I LQ:GV I	61747C707	06/30/2019	3,065.13	1.0000	3,065.13	3,065.13	3,065.13	2.260	0.211%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	06/30/2019	3,065.13	1.0000	3,065.13	3,065.13	3,065.13	2.260	0.211%	AAAm	Aaa

T-BILL

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
UNITED STATES TREASURY	912796SE0	08/22/2019	600,000.00	99.6968	598,180.80	594,096.03	597,925.63	2.451	41.207%	A-1+	P-1
UNITED STATES TREASURY	912796SE0	08/22/2019	285,000.00	99.6968	284,135.88	282,846.41	284,026.20	2.417	19.573%	A-1+	P-1
UNITED STATES TREASURY	912796SE0	08/22/2019	283,000.00	99.6968	282,141.94	282,084.91	282,150.27	2.114	19.436%	A-1+	P-1
UNITED STATES TREASURY	912796SE0	08/22/2019	1,168,000.00	99.6968	1,164,458.62	1,159,027.35	1,164,102.11	2.361	80.216%	A-1+	P-1

Summary

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
---	---	08/22/2019	1,456,122.95	99.4801	1,451,654.18	1,445,557.15	1,451,243.23	2.361	100.000%	AAA	Aaa

* Grouped by: Security Type. * Groups Sorted by: Security Type. * Weighted by: Market Value + Accrued, except Book Yield by Base Book Value + Accrued. * Holdings Displayed by: Lot.

Holdings by Security Type ACTC

ACTC Series 2014-Principal Fd (159786)

Base Currency: USD As of 06/30/2019

Dated: 08/08/2019

AGCY DISC

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
FEDERAL HOME LOAN BANKS	313384TJ8	02/21/2020	2,355,000.00	98.6814	2,323,946.97	2,303,033.00	2,318,105.00	2.442	28.763%	A-1+	P-1
FEDERAL HOME LOAN BANKS	313384TJ8	02/21/2020	2,355,000.00	98.6814	2,323,946.97	2,303,033.00	2,318,105.00	2.442	28.763%	A-1+	P-1

CASH

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
Receivable	CCYUSD	06/30/2019	361.89	1.0000	361.89	361.89	361.89	0.000	0.004%	AAA	Aaa
Receivable	CCYUSD	06/30/2019	361.89	1.0000	361.89	361.89	361.89	0.000	0.004%	AAA	Aaa

MMFUND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
MORG STAN I LQ:GV I	61747C707	06/30/2019	4,243.63	1.0000	4,243.63	4,243.63	4,243.63	2.260	0.053%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	06/30/2019	4,243.63	1.0000	4,243.63	4,243.63	4,243.63	2.260	0.053%	AAAm	Aaa

US GOV

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
UNITED STATES TREASURY	912828W22	02/15/2020	1,935,000.00	99.5703	1,926,685.30	1,919,202.54	1,922,610.90	2.412	23.846%	AA+	Aaa
UNITED STATES TREASURY	912828W22	02/15/2020	1,935,000.00	99.5703	1,926,685.30	1,921,243.36	1,922,976.07	2.382	23.846%	AA+	Aaa
UNITED STATES TREASURY	912828MP2	02/15/2020	1,880,000.00	100.9375	1,897,625.00	1,898,285.94	1,897,972.02	2.073	23.487%	AA+	Aaa
UNITED STATES TREASURY	---	02/15/2020	5,750,000.00	100.0239	5,750,995.61	5,738,731.84	5,743,558.98	2.289	71.180%	AA+	Aaa

Summary

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
---	---	02/17/2020	8,109,605.52	99.5838	8,079,548.10	8,046,370.36	8,066,269.50	2.333	100.000%	AA+	Aaa

* Grouped by: Security Type. * Groups Sorted by: Security Type. * Weighted by: Market Value + Accrued, except Book Yield by Base Book Value + Accrued. * Holdings Displayed by: Lot.

Holdings by Security Type ACTC

ACTC Series 2014-Revenue Fd (159787)

Base Currency: USD As of 06/30/2019

Dated: 08/08/2019

CASH

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
Receivable	CCYUSD	06/30/2019	1.54	1.0000	1.54	1.54	1.54	0.000	0.186%	AAA	Aaa
Receivable	CCYUSD	06/30/2019	1.54	1.0000	1.54	1.54	1.54	0.000	0.186%	AAA	Aaa

MMFUND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
MORG STAN I LQ:GV I	61747C707	06/30/2019	827.30	1.0000	827.30	827.30	827.30	2.260	99.814%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	06/30/2019	827.30	1.0000	827.30	827.30	827.30	2.260	99.814%	AAAm	Aaa

Summary

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
---	---	06/30/2019	828.84	1.0000	828.84	828.84	828.84	2.256	100.000%	AAA	Aaa

* Grouped by: Security Type. * Groups Sorted by: Security Type. * Weighted by: Market Value + Accrued, except Book Yield by Base Book Value + Accrued. * Holdings Displayed by: Lot.

Additional Disclosure:

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Public Trust Advisors
717 17th St. Suite 1850
Denver, CO 80202



Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 17, 2019

TO: Alameda County Transportation Commission

FROM: Seung Cho, Director of Procurement and Information Technology
Erika Cheng, Senior Administrative Analyst

SUBJECT: Alameda CTC Procurement Policy Update

Recommendation

It is recommended that the Commission approve an update to the Alameda CTC Procurement Policy. The key updates to the Policy include (i) allowing incumbent audit firms to compete in subsequent competitive bid solicitations immediately following the expiration of their contract and (ii) other administrative edits for clarifying purposes.

The item was discussed at the Finance and Administration Committee (FAC) meeting on October 14, 2019, and an amended motion to:

- (i) Continue to limit the period of performance for independent audit services to five years,
- (ii) Seek to partner with other public agencies when procuring the next audit services contract and report back to the FAC on findings within one year, and
- (iii) Approve the policy, as amended

was approved by its members. This memorandum and attached Procurement Policy have been revised to reflect the direction of the FAC members.

Summary

At its meeting in February 2019, a recommendation was received from one FAC member to amend the procurement policy to allow for a more competitive process in audit services solicitations moving forward. The proposed change modifies the existing Procurement Policy, as recommended, by allowing incumbent audit firms to compete in the subsequent bid solicitation process immediately following the expiration of their contract.

The FAC member's recommendation to update the procurement policy stemmed from a discussion of the most recent procurement of audit services for which the agency

received only one proposal due to the narrowing field of audit agencies qualified, interested, and/or with the available staffing levels to perform audit services for Alameda CTC as the responsibilities and size of the agency grows. The Big Four accounting firms (KPMG, Ernst & Young, Deloitte, and PricewaterhouseCoopers) have not previously shown an interest in government audits at our level, and smaller firms would no longer be able to handle our audit based on the agency's current responsibility level and financials. This narrows the field of actual candidates to a handful.

At the February FAC meeting one suggestion was to increase the maximum performance period for audit services to ten (10) years; however, audit partners are required to be changed every six (6) years per California Government Code, so that was the basis for staff's original recommendation. Staff is currently recommending that incumbent audit firms be allowed to compete in the subsequent bid solicitation process immediately following the expiration of their contract, as well as other administrative edits to the agency's procurement policy. If the incumbent firm were to compete and win the subsequent contract, the California Government Code requires that a different audit partner be assigned to the new contract.

Background

Alameda CTC's Procurement Policy guides the procurement of goods and services necessary to plan, fund, and deliver effective and efficient transportation programs and projects that expand access and improve mobility in Alameda County. The Policy aims to streamline and consolidate government purchasing requirements, create a transparent competitive bidding environment that is open and fair, reduce the administrative burden on small businesses, as well as safeguard against the risk of waste, fraud, and misuse of public funds.

Alameda CTC contracts for administrative, professional, and construction goods and services to deliver transportation investments throughout the county. To most effectively deliver transportation investments and optimize delivery of projects, programs, and administrative services related to transportation, Alameda CTC awards contracts through competitive bidding processes using a mix of funding sources, including local sales tax revenues, vehicle registration fees, and other local, regional, state, and federal funding.

Fiscal Impact

There is no fiscal impact associated with the requested action.

Attachments:

- A. Alameda CTC Procurement Policy
- B. Formal Procurement Flow Chart



ALAMEDA COUNTY TRANSPORTATION COMMISSION
PROCUREMENT POLICY

Adopted **DATE**

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ALAMEDA COUNTY TRANSPORTATION COMMISSION PROCUREMENT POLICY

I. OBJECTIVES

Alameda County Transportation Commission's (Alameda CTC's) Procurement Policy guides the procurement of goods and services necessary to plan, fund and deliver effective and efficient transportation programs and projects that expand access and improve mobility in Alameda County. The Policy aims to streamline and consolidate government purchasing requirements, create a transparent competitive bidding environment that is open and fair, reduce the administrative burden on small businesses, as well as safeguard against the risk of waste, fraud, and misuse of public funds.

This policy is guided by the following five objectives:

1. **Foster a vibrant, livable Alameda County.** Deliver transportation congestion relief and mobility improvements, and increase accessibility through effective planning, programming, and delivery of transportation programs and projects.
2. **Deliver on voter expectations.** Support transportation programs and projects to fulfill the voter-approved sales tax measures and the Vehicle Registration Fee Program in Alameda County.
3. **Deliver excellence.** Implement high-quality, effective transportation programs, projects, and services by contracting with firms, jurisdictions, and agencies committed to delivery of the best available resources to benefit the traveling public.
4. **Support local and small local businesses.** Alameda CTC is committed to contracting with businesses in Alameda County to: attract and retain local business enterprises; encourage employment of local residents; and spend funds on goods and services within Alameda County.
5. **Equal opportunity and non-discrimination.** Alameda CTC does not and shall not discriminate on the basis of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status, in any of its activities or operations, including procurements.

II. APPLICABILITY

This policy applies to procurements of goods, services, and equipment, including professional service contracts for projects, programs, and other needs. Such procurements shall be made in a manner that provides full and open competition consistent with all applicable federal, state, and local statutes and regulations. This includes compliance with Chapter 10 (Consultant Selection) of the California Department of Transportation (Caltrans) Local Assistance Procedures Manual as applicable.

This policy does not apply to construction contracts, which shall be subject to Alameda CTC's Construction Management Administration Guide, as may be amended from time to time.

III. CONTRACT EQUITY AND UTILIZATION REQUIREMENTS

A. Local Business Contract Equity (LBCE) Program

Alameda CTC is committed to contracting with businesses in Alameda County. Alameda CTC established the LBCE Program designed to support economic growth and jobs within Alameda County by encouraging local contracting to help support residents and businesses in Alameda County. The LBCE Program helps to identify and engage the participation of Local Business Enterprise (LBE), Small Local Business Enterprise (SLBE) and Very Small Local Business Enterprise (VSLBE) firms located in Alameda County on applicable contracts.

The LBCE Program applies to contracts greater than \$25,000, based on fund source and contract type, as defined in the LBCE Program adopted by the Commission, and such contracts must follow the requirements per the adopted LBCE Program. This Procurement Policy is intended to be consistent with the LBCE Program, as may be amended by the Commission from time to time.

The LBCE Utilization Report is an analysis of LBE, SLBE, and VSLBE contract goal attainment related to the LBCE Program. Alameda CTC staff shall present this report to the Commission annually.

Contracts that include regional, state and federal funds are not subject to the LBCE Program; however, such contracts must adhere to applicable regional, state and federal requirements.

B. Disadvantaged Business Enterprise (DBE) Program

Contracts funded in whole or in part with federal funds must follow federal requirements. Alameda CTC must comply with the Caltrans DBE Program adopted in accordance with Title 49 Code of Federal Regulations (CFR) Part 26, as may be amended from time to time.

IV. PROCUREMENT METHODS

The Executive Director, or express designee thereof, shall act as the representative for the Commission in all matters pertaining to procurements for Alameda CTC. Procurement must follow one of the methods described below, depending on the size and nature of the project or services.

A. Formal Procurement

Purchases or contracts greater than \$75,000 cumulatively shall be solicited through formal procurement and shall require Commission approval. The formal method of procurement shall be open and competitive, and requires one of the following three qualifications- and/or cost-based selection methods, unless the Commission finds that a different method better serves the interests of Alameda CTC:

1. Alameda CTC may issue a Request for Proposals (RFP).
2. Alameda CTC may issue a Request for Qualifications (RFQ) or a two-step RFQ/RFP, and may establish a pre-qualified pool of potential consultants for on-call or other services.
3. Alameda CTC may issue an Invitation for Bids (IFB).

B. Informal Procurement

Purchases or contracts greater than \$25,000 and equal to or less than \$75,000 cumulatively shall be solicited through informal procurement and shall require Executive Director approval. Under this procurement method, a minimum of one (1) quote is required, though at least three (3) quotes

should be considered to provide a competitive process whenever possible. The number of quotes requested will depend on the contract value and other factors such as the number of consultants qualified and/or available to perform the specific type of work. The justification for the selection must be thoroughly documented. Alameda CTC may issue a written Solicitation of Quotations (SOQ), Solicitation of Proposals (SOP), RFP, or IFB.

C. Procurement of Non-Specialized Goods or Services with Measure B and/or Measure BB Funds

If any Measure B and/or Measure BB funds will be utilized to purchase non-specialized goods or services (e.g., paper products, standardized equipment, or cleaning services) and such contract is greater than \$10,000, such contract shall be awarded to the lowest responsible bidder after completing a competitive bidding process in accordance with Public Utilities Code Section 180154. Procurements for non-specialized goods or services utilizing Measure B and/or Measure BB funds greater than \$75,000, cumulatively, shall require Commission approval, while those equal to or less than \$75,000 shall require Executive Director approval.

D. Small Purchase

Purchases or contracts greater than \$10,000 and equal to or less than \$25,000 cumulatively may be awarded without a competitive procurement process based on experience or knowledge of available resources, and fair and reasonable price, except for non-specialized goods or services utilizing Measure B and/or Measure BB funds as described above. Small purchases shall require approval by the Executive Director or designee thereof. Under this procurement process, a minimum of one (1) quote is required, though at least three (3) quotes should be considered to provide a competitive process whenever possible. Alameda CTC may issue a written SOQ or SOP.

E. Micro-purchase

Micro-purchases equal to or less than \$10,000 cumulatively may be selected using the micro-purchase method, and shall require Deputy Executive Director approval. Micro-purchases funded in whole or in part with federal funds, must be in compliance with federal requirements, including Title 48 CFR Part 13 (“Simplified Acquisition Procedures”) and Title 48 CFR Subpart 2.1 (“Definitions”) as applicable.

F. Sole Source

Sole source (non-competitive) contracts may be entered into by the Alameda CTC in the following situations in which the purchase or award of contract is infeasible under a competitive process:

1. Competitive bids are solicited and no responsive bid is received, or only a single responsive bid is received;
2. The goods or services are available only from a single source;
3. The timeframe for conducting a competitive procurement will result in a public exigency or compelling urgency; or
4. There is a compelling business reason to award to a particular contractor.

Executive Director or Commission approval is required for a sole source contract after review of sole source justification detailing the reasons why a competitive procurement is not feasible and citing one or more of the above reasons. Sole source contracts greater than \$75,000 cumulatively

shall require Commission approval, and sole source contracts equal to or less than \$75,000 shall require Executive Director approval.

G. Approval Authority

Table 1 provides the minimum approval authority thresholds and requirements for the procurement of goods, services and equipment, in accordance with type and threshold, excluding right-of-way acquisitions and utility costs. Alameda CTC delegates to the Executive Director the authority to approve all documents for right of way acquisitions and utility costs on approved right of way programs. Funding for all purchases and contracts must be included in the adopted agency budget.

TABLE 1: APPROVAL AUTHORITY THRESHOLDS

Type and Threshold	Method (Solicitation Requirements)	Approval Authority
Formal Procurements > \$75,000 cumulatively	1) Public solicitation process through issuance of an RFP, RFQ, RFQ/RFP, or IFB. 2) Formal agreement.	Commission
Informal Procurements > \$25,000 and ≤ \$75,000 cumulatively	1) Solicitation of at least one quote; solicitation may be through issuance of an SOQ, SOP, RFP, or IFB. 2) Purchase order or formal agreement.	Executive Director or designee thereof
Procurement of Non-Specialized Goods or Services with Measure B and/or Measure BB Funds > \$10,000	1) Award to the lowest responsible bidder after competitive bidding, in accordance with Public Utilities Code Section 180154. 2) Purchase order or formal agreement.	> \$75,000 cumulatively: Commission ≤ \$75,000 cumulatively: Executive Director
Small Purchases > \$10,000 ≤ \$25,000 cumulatively	1) Solicitation of at least one quote; solicitation may be through issuance of an SOQ or SOP. 2) Purchase order or formal agreement.	Executive Director or designee thereof
Micro-purchases ≤ \$10,000 cumulatively	1) Solicitation of at least one quote; solicitation may be through issuance of an SOQ or SOP. Micro-purchases are subject to federal requirements, as applicable. 2) Purchase order or formal agreement.	Executive Director or designee thereof
Sole Source	1) Sole source justification. 2) Purchase order or formal agreement.	> \$75,000 cumulatively: Commission ≤ \$75,000 cumulatively: Executive Director

V. CONTRACT ADMINISTRATION

The Executive Director is authorized to enter into, amend, and exercise options for multi-year contracts, subject to any restrictions included as part of the original Commission action approving the contract or procurement. Any exceptions must be considered and approved by the Commission.

Contracts for professional services of an administrative nature shall generally be limited to a maximum period of five (5) years. Professional services of an administrative nature (i) include, but are not limited to, services such as legal, accounting, public relations, project management, and policy support; and (ii) exclude services such as architectural, engineering, and construction-related services. After expiration of the respective five-year period and completion of a procurement process, Alameda CTC may enter into a new contract with any party, including the incumbent. However, for auditing services, after an initial five (5) year period, the incumbent must rotate the audit partner on the Alameda CTC contract.

The Executive Director is authorized to amend executed contracts for a one-time only time extension of up to 12 months; any subsequent time extensions must be approved by the Commission. Other administrative changes to the contract, such as an assignment of the contract to an acquiring entity, or substitution of key personnel, may be documented with written approval by the Executive Director or designee without executing a contract amendment or Commission approval.

VI. CONFLICT OF INTEREST

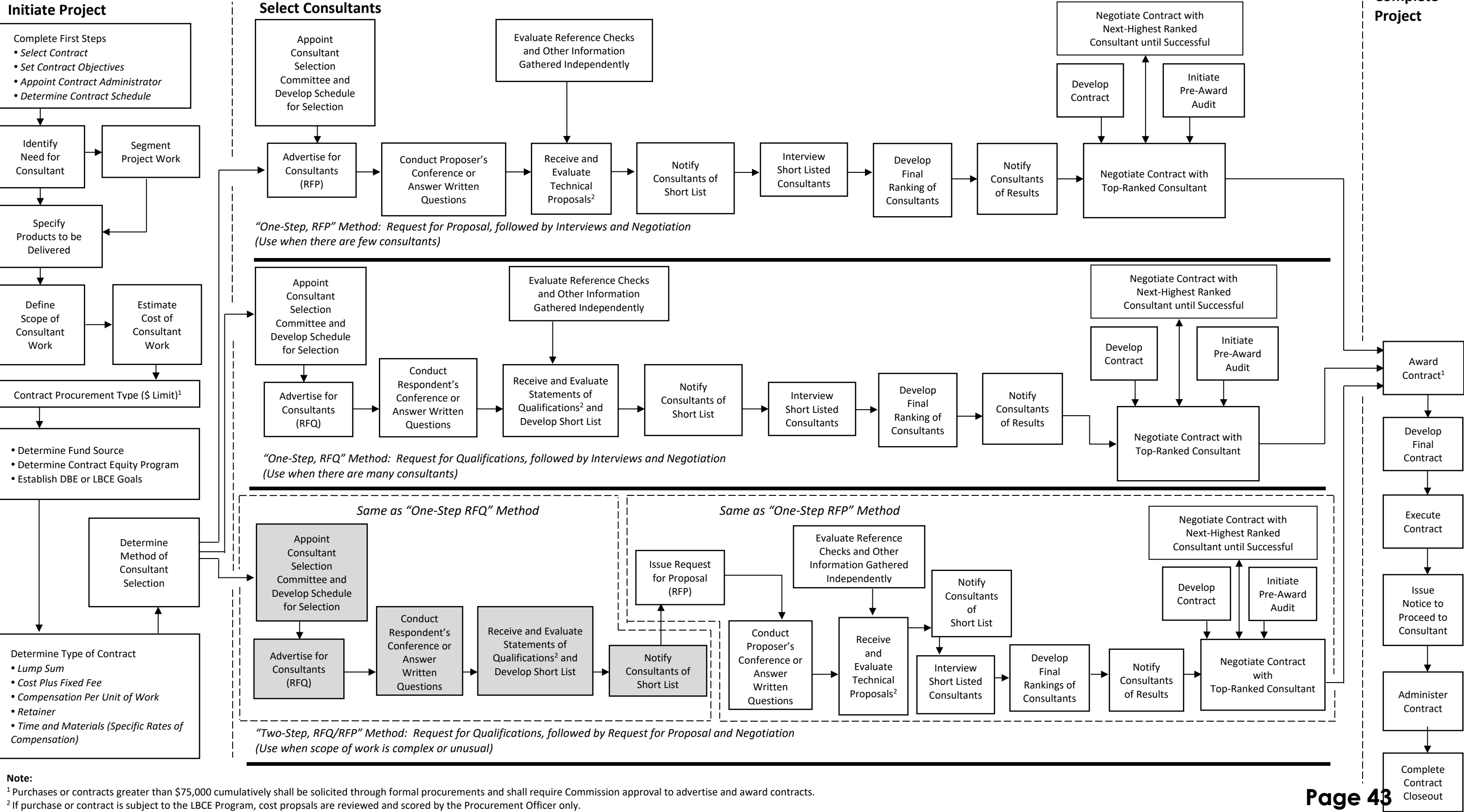
No member, officer, or employee of Alameda CTC or of a public body within Alameda County, member or delegate to the Legislature of the State of California, or member or delegate to the Congress of the United States, during their tenure or for one year thereafter, shall have any direct interest in the contracts or any direct or material benefit arising therefrom, as defined by California Government Code sections 1090 *et seq.* and 87100 *et seq.* Prohibited interests include interests of immediate family members, domestic partners, and their respective employers or prospective employers.

As part of the Fair Political Practices Act that applies to elected officials who serve on appointed bodies such as the Alameda CTC Commission, the Levine Act (California Government Code Section 84308) prohibits any Alameda CTC Commissioner and/or Alternate who has received more than \$250 from a contributor within the previous 12 months from participating in or influencing the decision on awarding a contract with Alameda CTC. The Levine Act also requires a Commissioner or Alternate who has received such a contribution to disclose the contribution on the record of the proceeding. In addition, a Commissioner and/or Alternate is prohibited from soliciting or accepting a contribution from a party applying for a contract while the matter of awarding the contract is pending before Alameda CTC or for three (3) months following the date of a final decision concerning the contract.

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FORMAL PROCUREMENT FLOW CHART

CONSULTANT SELECTION PROCESS



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Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 17, 2019

TO: Alameda County Transportation Commission

FROM: Ashley Tam, Associate Transportation Engineer
Liz Rutman, Director of Express Lanes Implementation and Operations

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

Recommendation

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

Summary

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

The August 2019 operations report indicates that the express lane facility continues to provide travel time savings and travel reliability throughout the day. Express lane users typically experienced higher speeds and lower average lane densities than the general purpose lanes, resulting in a more comfortable drive and travel time savings for express lane users.

Background

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

An All Electronic Toll (AET) collection method has been employed to collect tolls. Toll rates are calculated based on real-time traffic conditions (speed and volume) in express and

general purpose lanes and can change as frequently as every three minutes. California Highway Patrol (CHP) officers provide enforcement services and the California Department of Transportation (Caltrans) provides roadway maintenance services through reimbursable service agreements.

August 2019 Operations Update:

Approximately 820,000 express lane trips were recorded during operational hours in August, which is an average of approximately 37,300 daily trips. 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 valid FasTrak® toll tag then the license plate read by the Electronic Tolling System is used to assess a toll either by means of an existing FasTrak account to which the license plate is registered or by issuing a notice of toll evasion violation to the registered vehicle owner. Approximately 75 percent of all trips by users without a toll tag are assessed tolls via FasTrak account.

Table 1. Express Lane Trips by Type and Direction

Trip Classification		Percent of Trips ¹
		August
By Type	HOV-eligible with FasTrak flex tag	47%
	SOV with FasTrak standard or flex tag	34%
	No valid toll tag in vehicle	19%
By Direction	Westbound	43%
	Eastbound	57%

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

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

Attachment B presents the speed and density heat maps for the I-580 corridor during revenue hours for the six-month period from January 2019 through June 2019. These heat maps are a graphical representation of the overall condition of the corridor, showing the average speeds and densities along the express lane corridor and throughout the day for both the express and general purpose lanes, and are used to evaluate whether the express lanes are meeting both federal and state performance standards. During these six months, the average speeds at each traffic sensor location in the westbound express lane ranged from 50 to over 70 mph during the morning commute hours (5 am to 11 am) with the lower speeds occurring between Isabel Avenue and Santa Rita Road. The

express lane operated at LOS C or better at most times, with a short period of LOS D experienced near Fallon Road in the morning commute. By comparison, the general purpose lanes experienced average speeds as low as 45 mph and LOS D throughout longer sections of the corridor for longer periods of time. During this six-month period, the evening westbound reverse-commute congestion between Hacienda Road and San Ramon Road improved such that, outside of the commute hours, westbound express lane users experience average speeds of 65 mph or higher and average LOS A.

In the eastbound direction, average express lane speeds from January 2019 through June 2019 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 65 mph. Most of the express lane corridor operates at LOS C or better during the evening commute hours, with limited sections of degraded LOS at the western end of the express lanes between 3 pm and 6 pm and at the eastern terminus between 3 pm and 7 pm. The express lanes averaged LOS B or better throughout the rest of the day in all locations. By comparison, the general purpose lanes experienced lower speeds and degraded levels of services for longer periods of time than the express lanes during the evening commute hours.

Table 2 presents the maximum posted toll rates to travel the entire corridor in each direction in August 2019, along with the average toll assessed to toll-paying users.

Table 2. Toll Rate Data

Month	Direction	Maximum Posted Toll (Travel Entire Corridor)	Average Assessed ¹ Toll (All Toll Trips)
August	Westbound	\$13.00 (6 of 22 days)	\$3.02
	Eastbound	\$12.00 (18 of 22 days)	\$3.59

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

In Fiscal Year 2019-20, the I-580 Express Lanes recorded nearly 1.57 million total trips so far. Total gross revenues received include \$2.35 million in toll revenues and \$500,000 in violation fees and penalties; the pro-rated forecast operating budget is \$1.03 million.

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

Attachments:

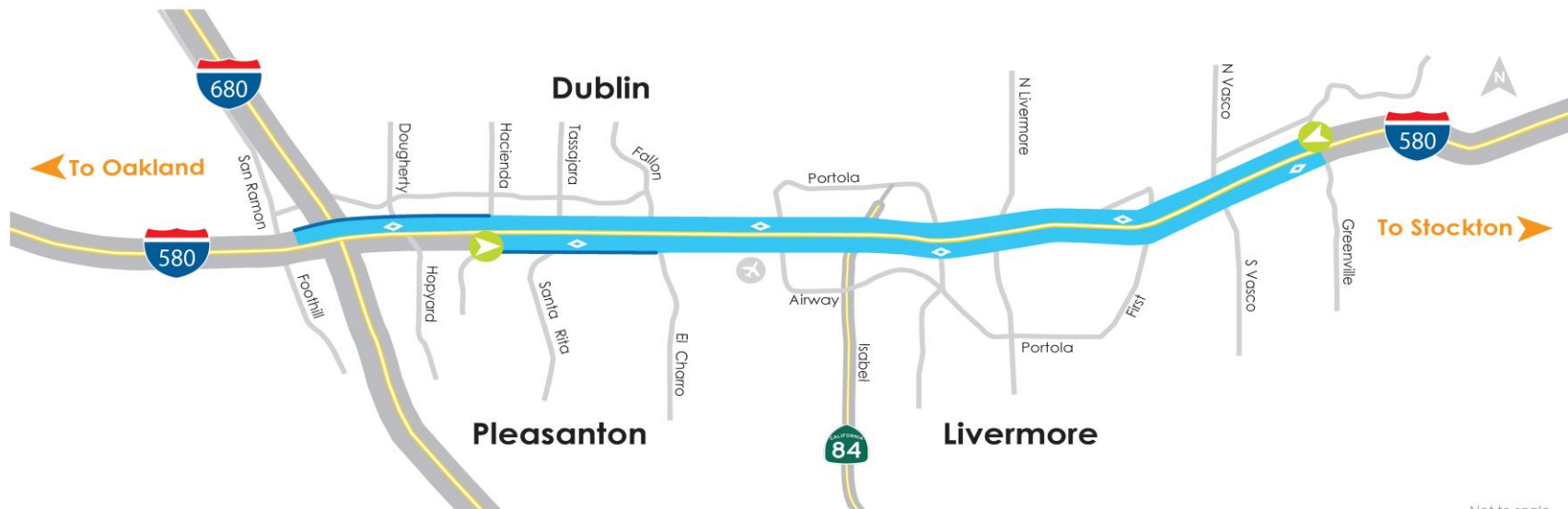
- A. I-580 Express Lanes Location Map
- B. I-580 Corridor Express Lanes Heat Maps January 2019 – June 2019

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I-580 Express Lanes Location Map

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Not to scale



Two Eastbound Express Lanes

Lanes begin at Hacienda



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

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



One Westbound Express Lane

Lane begins at Greenville



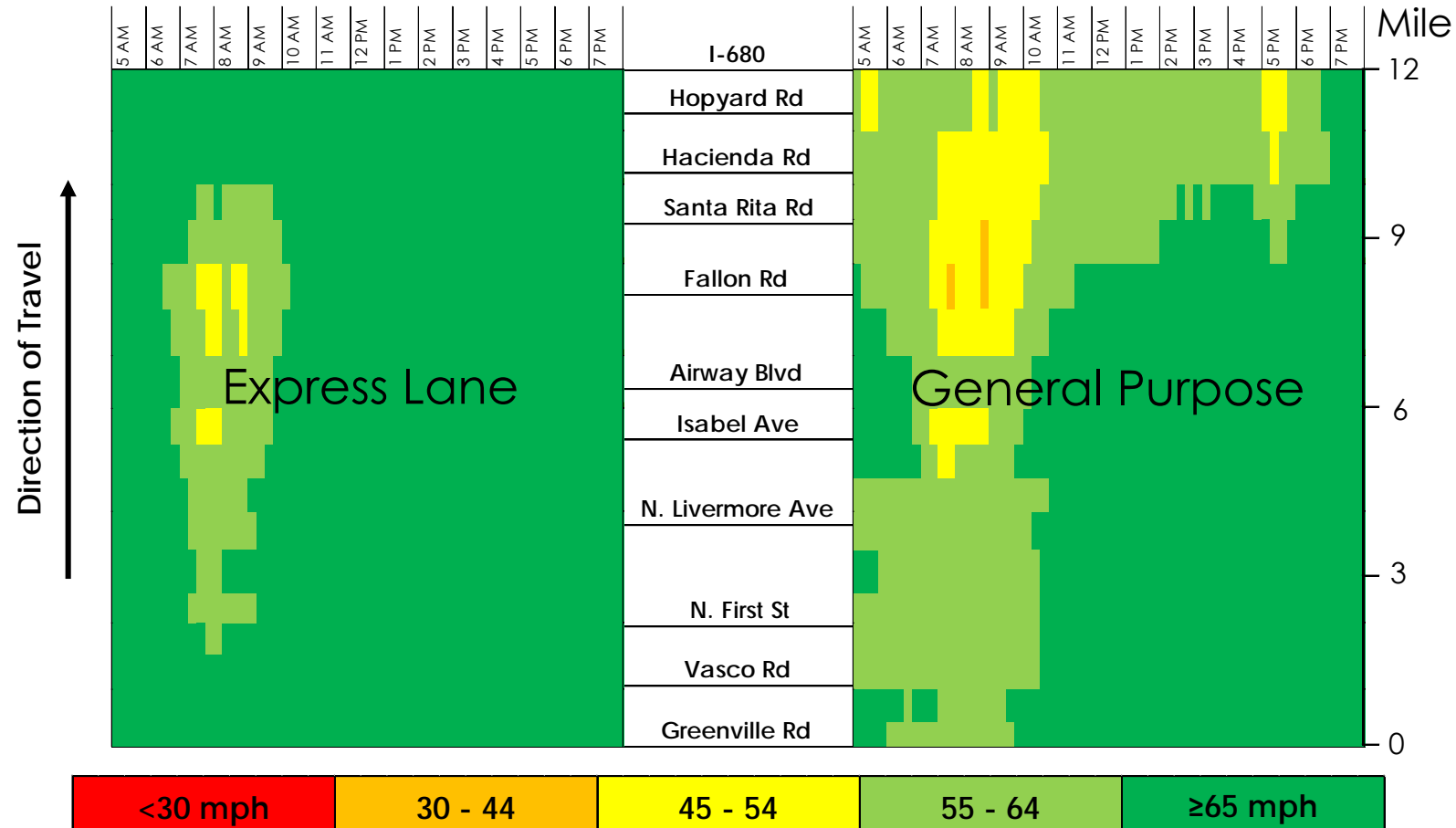
No entry/exit from westbound express lane from Hacienda to end.

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

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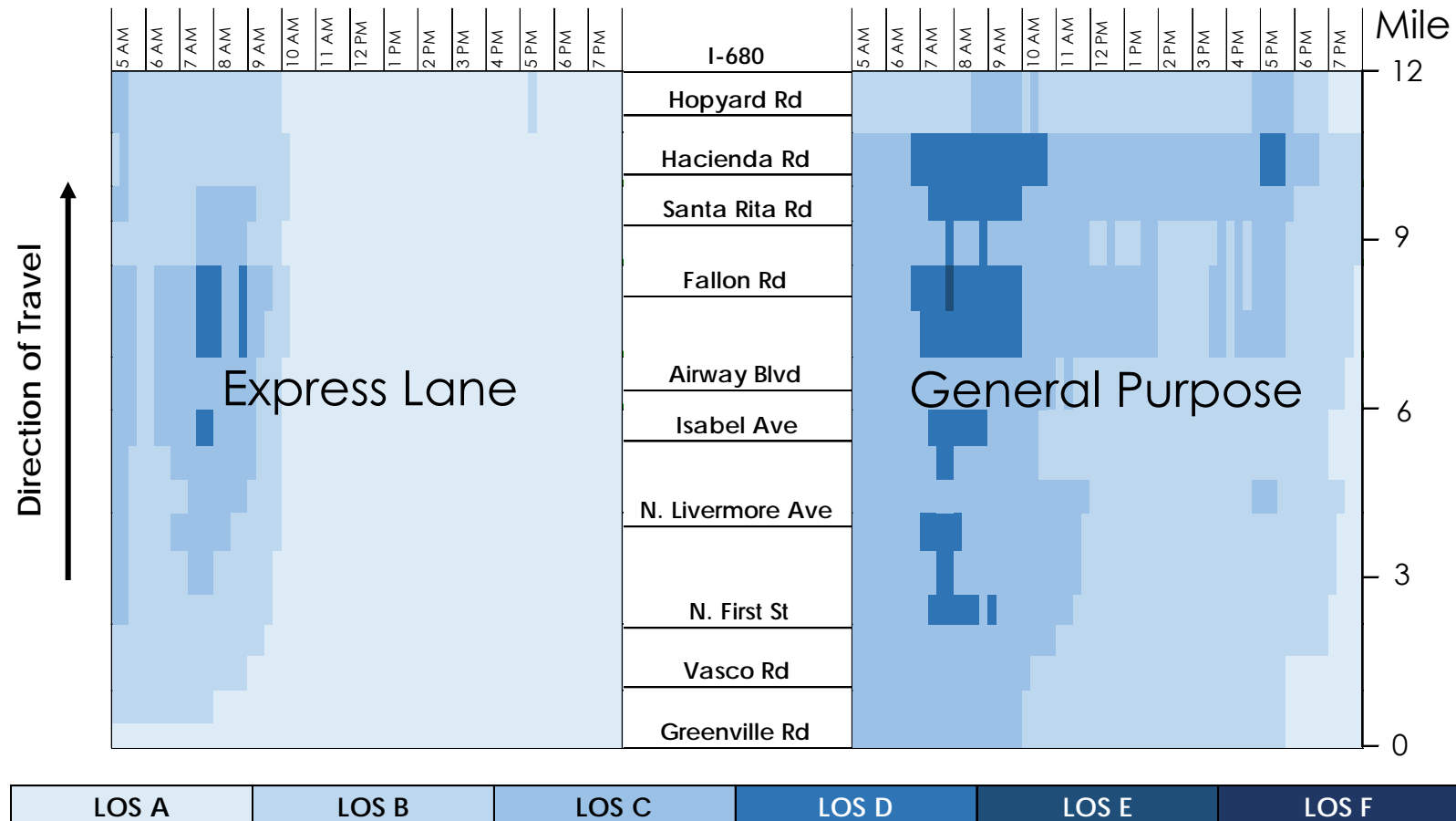
Westbound I-580 Corridor Speed Heat Maps

Monday-Friday, January 2019 – June 2019



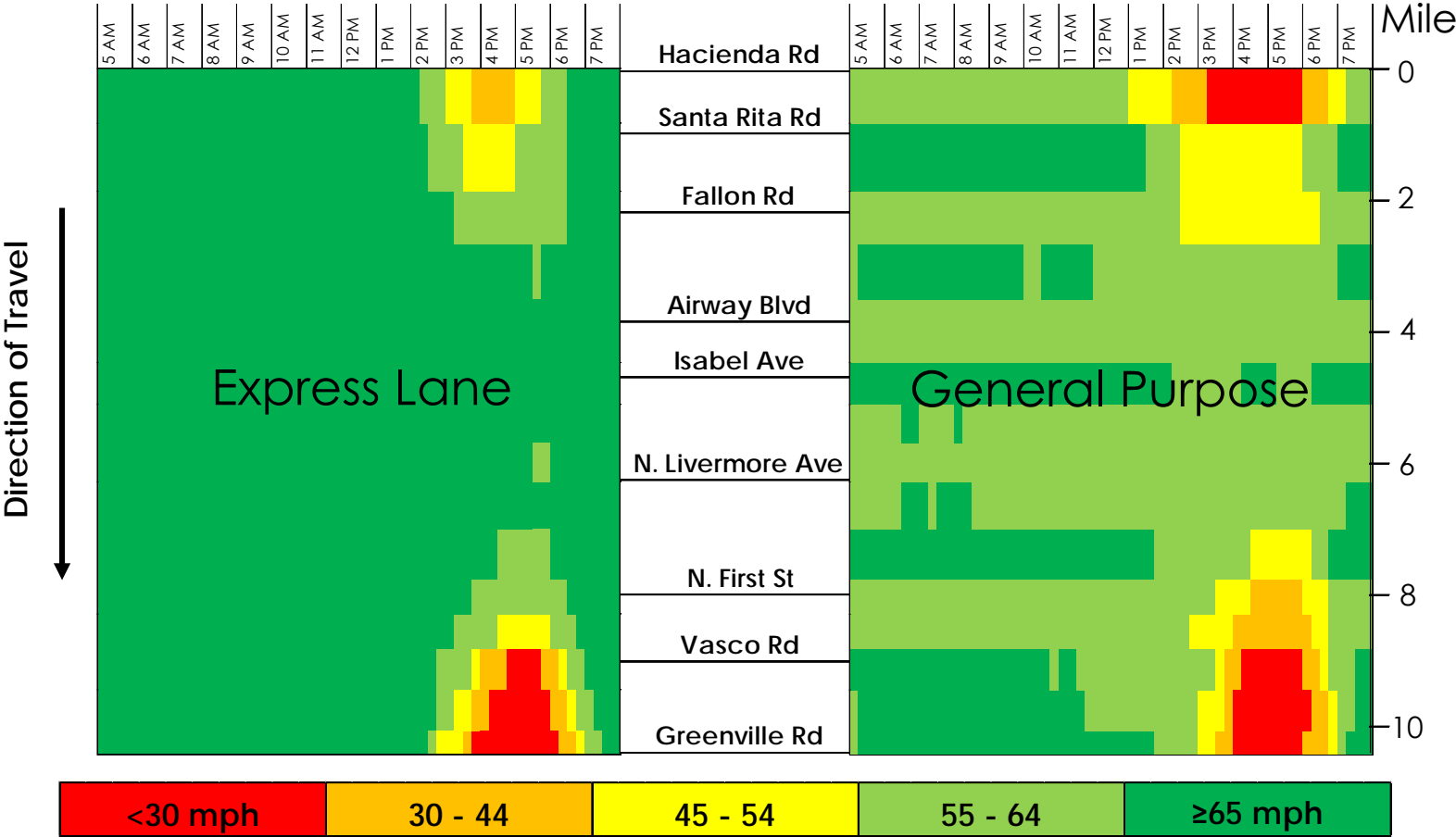
Westbound I-580 Corridor Density Heat Maps

Monday-Friday, January 2019 – June 2019



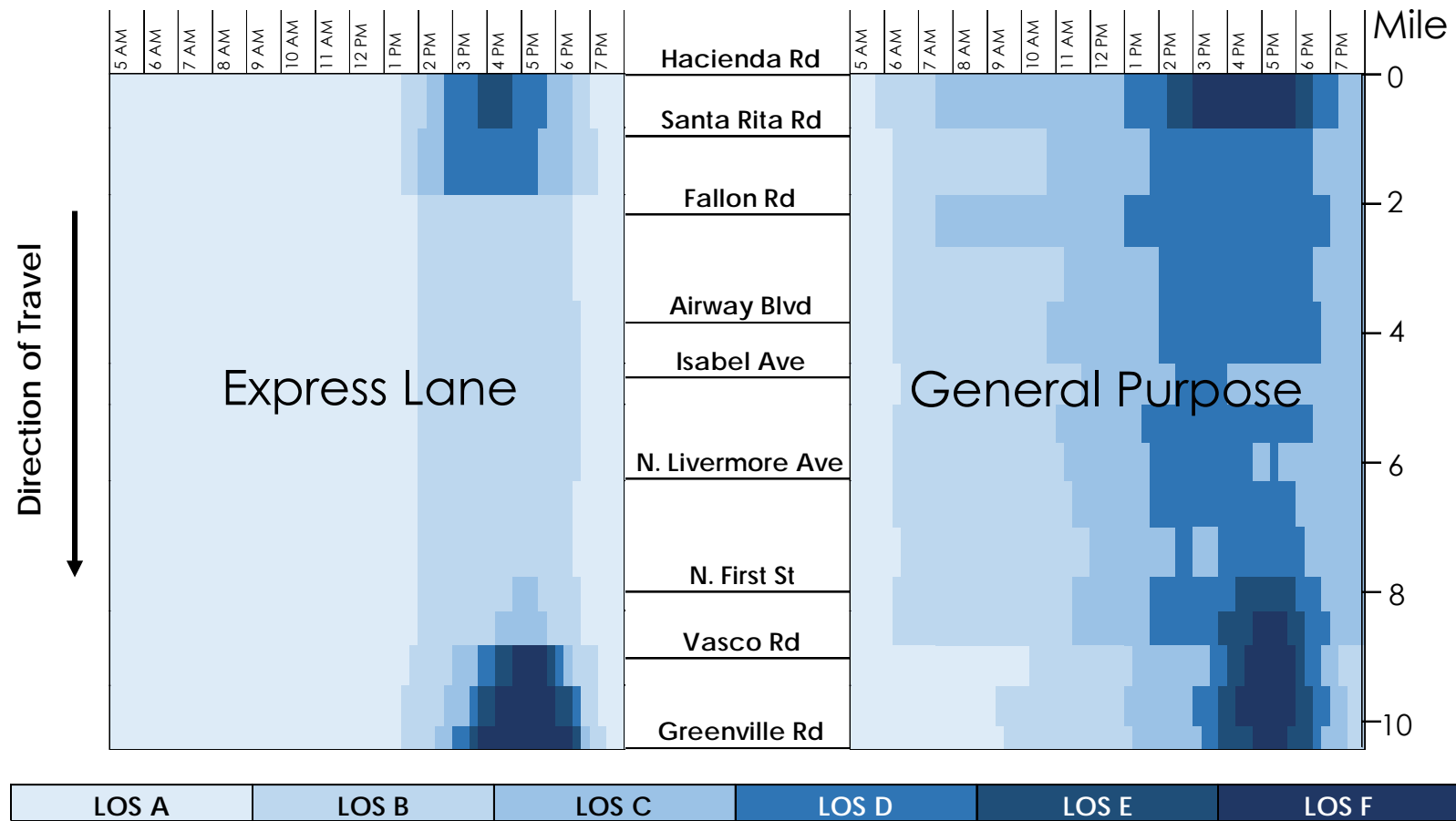
Eastbound I-580 Corridor Speed Heat Maps

Monday-Friday, January 2019 – June 2019



Eastbound I-580 Corridor Density Heat Maps

Monday-Friday, January 2019 – June 2019





Memorandum

6.8

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 17, 2019

TO: Alameda County Transportation Commission

FROM: Saravana Suthanthira, Principal Transportation Planner
Chris G. Marks, Associate Transportation Planner

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

Recommendation

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

Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program. 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 the potential impact of proposed land development on the regional transportation system.

Since the last update on September 9, 2019, the Alameda CTC reviewed one NOP. A response was submitted and is included as Attachment A.

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

Attachment:

- A. Response to the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the California College of the Arts Redevelopment Project

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August 30, 2019

Rebecca Lind
Bureau of Planning
City of Oakland
250 Frank H. Ogawa, Suite 3315
Oakland, CA, 94612

SUBJECT: Response to the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the California College of the Arts Redevelopment Project

Dear Ms. Lind:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the California College of the Arts Redevelopment Project. The project site is located in the Rockridge neighborhood the City of Oakland. The proposed project site is split into two separate development sites, both of which front Broadway, but are separated by Clifton Street. Parcel 1 is a 3.9-acre site located at 5200 Broadway and is bound by Broadway to the west, Clifton Street to the north, a multi-family apartment complex to the east, and the Rockridge Shopping Center access road to the south. Parcel 1 consists of the Oakland branch of the California College of the Arts campus. Parcel 2 is a 0.3-acre site consisting of a 100-bed dormitory, known as Clifton hall, located at 5276 Broadway. It is bound by Broadway to the west, Broadway Terrace to the north, a multi-family residential building and the Oakland Technical High School Upper Campus to the east, and Clifton Street to the south. The project site is approximately 0.6 miles south of Rockridge Bay Area Rapid Transit District (BART) Station, approximately 0.6 miles south of Highway 24, one mile north of Interstate 580, and 1.4 miles west of Highway 13.

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

Basis for Congestion Management Program (CMP) Review

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

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP requires local jurisdictions to conduct travel model runs themselves or through a consultant. The **City of Oakland** and the Alameda CTC signed a Countywide Model Agreement May 28, 2008. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of

a sample letter agreement is available upon request. The most current version of the Alameda CTC Countywide Travel Demand Model was updated in June 2018 to be consistent with the assumptions of Plan Bay Area 2040.

Impacts

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network.
 - MTS roadway facilities in the project area include
 - In the City of Oakland, Claremont Avenue, Broadway, Grand Avenue, State Route 13, and State Route 24
 - In the City of Berkeley, Claremont Avenue
 - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.
 - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see Chapter 6 of the 2017 CMP for more information).
- The DEIR should address potential impacts of the project on Metropolitan Transportation System (MTS) transit operators.
 - MTS transit operators potentially affected by the project include: Bay Area Rapid Transit and AC Transit
 - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.
- The DEIR should address potential impacts of the project to people biking and walking in and near the Project area, especially nearby roads included in the Countywide High-injury Network and major barriers identified in the Countywide Active Transportation Plan adopted in May 2019.
 - Impacts to consider on conditions for cyclists include effects of vehicle traffic on cyclist safety and performance, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2017 CMP document for more details.

Mitigation Measures

- Alameda CTC's policy regarding mitigation measures is that to be considered adequate they must be:
 - Adequate to sustain CMP roadway and transit service standards;
 - Fully funded; and
 - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the Federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.
- The DEIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the DEIR should detail when proposed roadway or transit route improvements

are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The DEIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.

- Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify impacts to automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.
- The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices F and G of the 2017 CMP).

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

Sincerely,



Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner

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Memorandum

6.9

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 17, 2019

TO: Alameda County Transportation Commission

FROM: Kate Lefkowitz, Associate Transportation Planner

SUBJECT: Receive an update on Affordable Student Transit Pass Program Phase 1 Expansion

Recommendation

Receive an update on the Affordable Student Transit Pass Program (STPP) Phase 1 Expansion implementation. This is an information item.

Summary

In 2016, Alameda CTC initiated the first year of a three-year STPP. As a result of the effective implementation and evaluation of the STPP, in December 2018, the Alameda CTC approved the continuation and expansion of the program for five years beyond the pilot period, including Phase 1 of the STPP for the 2019/2020 school year. Future phases will be implemented based upon close monitoring of implementation of Phase 1, which tripled the pilot program size.

This memorandum provides an update on the STPP Phase 1 Expansion implementation for the 2019/2020 school year.

Background

The Alameda CTC undertook the development, implementation, and evaluation of an STPP as identified in the 2014 Transportation Expenditure Plan (TEP) and funded by Measure BB.

The STPP pilot program goals included:

- Reduce barriers to transportation access to and from schools
- Improve transportation options for middle and high school students in Alameda County
- Build support for transit in Alameda County
- Develop effective three-year pilot programs
- Create a basis for a countywide student transit pass program (funding permitting).

The three-year pilot provided transit passes to students in selected schools in each of Alameda County's planning areas for use on AC Transit, LAVTA Wheels, Union City Transit, and BART. In the spring of 2016, the Commission approved a framework for evaluating the pilot program including 18 qualitative and quantitative metrics, a site selection framework, a shortlist of schools for the pilot period, and the design for Year One of the pilot. Since then, with Commission approval, Alameda CTC has successfully implemented and evaluated Years One, Two and Three of the pilot.

As a result of the effective implementation and evaluation of the 3-year pilot, the Alameda CTC Commission approved continuation and expansion of the program beyond the pilot period, which ended July 31, 2019.

The STPP implementation framework approved by the Commission in December 2018, includes a phased expansion to all school districts in the county over the next five years. The overall principles that guide STPP expansion within school districts in Alameda County include the following:

- Maintain financial need as a key criteria for expansion
- Continue the program in all currently participating schools
- Focus on students at schools with transit service
- Perform district-based expansion
- Phase expansion over time

The STPP plans to incorporate all qualifying middle and high schools with transit service in Alameda County within the next five years. At the end of the phased expansion, over 150 schools and approximately 85,000 students will have access to the program.

Expansion of Phase 1

Based on lessons learned from the pilot program, staff recommended a largely Means-based/Free program except for school districts in which a very high percentage of students are eligible for Free and Reduced-Price Meals (FRPM), which is determined based on household income. For initial phases, districts where 75% or more of students overall are eligible for FRPM qualify for a Free/Universal program, while all other districts qualify for a Means-based/Free program.

The program transitioned to youth Clipper cards during Phase 1 (standard adult Clipper cards were used during the pilot due to limitations of the Clipper system and pass products that were readily available to get the program up and running quickly). This card transition was a major undertaking and required a new STPP youth Clipper card application as well as close coordination with partner transit agencies and Clipper to ensure processes were in place to begin card creation by August 2019.

The STPP Phase 1 provides free youth Clipper cards to eligible middle and high school students which can be used for unlimited free bus rides on AC Transit, Union City Transit, or LAVTA Wheels, as well as a 50 percent discount on BART trips and youth discounts on other transit systems. Once a student receives his/her STPP youth Clipper card it will be active for

the next five years (as long as he/she is still a student in one of the participating STPP schools). Students that receive STPP youth Clipper cards for the 2019/2020 school year will not need to reapply next year.

Beginning in March 2019, Alameda CTC staff, along with our transit agency partners met with eleven school districts across the county to provide an overview of the STPP and begin work on implementing the program in the schools for fall 2019/2020. Table 1 shows the eleven school districts that are participating in the program.

AC Transit and LAVTA have entered into contracts with the 11 school districts (as shown in Table 1). Alameda CTC has entered into contracts with transit agency partners, including AC Transit, LAVTA and Union City. AC Transit is able to upload Union City passes when they create the Clipper cards for New Haven Unified School District (USD), which minimizes the administrative burden, so no contract was necessary between New Haven USD and Union City Transit.

Table 1 Phase I STPP Participating School Districts

Planning Area	School District	Model	# Qualifying Schools	All vs. Subset	Eligible Students
Phase 1					
North/Central	Alameda Co. Office of Ed.	Free/Universal	5	All	204
North	Alameda USD	Means-Based/Free	1	Subset	26
North	Emery USD	Free/Universal	2	All	743
North	Oakland USD	Free/Universal	15	Subset	7,537
Central	Hayward USD	Means-Based/Free	9	All non-charter	5,216
Central	San Leandro USD	Means-Based/Free	4	All	2,978
South	Fremont USD	Means-Based/Free	2	Subset	806
South	New Haven USD	Means-Based/Free	5	All	3,379
South	Newark USD	Means-Based/Free	4	All	1,435
East	Livermore USD	Free/Universal	9	All	8,026
East	Pleasanton USD	Means-Based/Free	6	All	775
Grand Total	11 Districts		62		31,134

A total of 62 schools in eleven school districts are currently participating in the Phase I expansion of the STPP during the 2019/20 school year. The expansion has tripled the number of participating schools, and significantly increased the number of schools added in one year (Pilot year 1 was 9, Year 2 was 15, Year 3 was 21 schools). During the three-year pilot, six schools were added per year. The first year of STPP Phase I expansion added 41 schools as of August 2019.

The STPP includes all middle and high schools in most districts, and a subset of schools in Alameda Unified School District (AUSD), Fremont Unified School District (FUSD), and Oakland Unified School District (OUSD).

Out of the 11 school districts participating in the STPP, four are Free/Universal and seven are Free/Means Based.

In most districts, as approved by the Commission in December 2018, the STPP follows a means-based model where low-income students are eligible for a free bus pass on a Clipper Card. In a select few districts which have very high FRPM (>75%), the STPP follows a free/universal model where all students are eligible for a free pass (Oakland USD, Emeryville USD, and Alameda Co. Office of Education). In addition, Livermore Valley Joint USD is also under a free/universal model because it is the lowest income district in the Tri-Valley.

Current Status of STPP Phase 1 Expansion Implementation

To successfully implement the STPP, school site administrators (school staff) have been identified at each school site to help promote the STPP to students, families, and staff via available channels within the designated school. To date, a school site administrator has been identified in 61 of the 62 schools. School site administrators are often teachers and administrative staff at the respective schools and are key in collecting applications and distributing youth Clipper cards to students. Site administrators have various school related duties and administering the STPP is one of the many responsibilities they have. Alameda CTC staff, AC Transit, LAVTA and Union City Transit coordinate closely with school site administrators to ensure the program is implemented effectively and STPP protocols are met at each school. All three transit agency partners have been instrumental in the robust launch of the STPP Phase 1. Staff would like to recognize the hard work from transit agency partners that went into the implementation of the program for the 2019/2020 school year.

Current Phase 1 Participation

To date, 9,689 Youth Clipper applications have been verified and collected from eligible students across the county. Applications have been received from every district and sixty out of the sixty-two schools. STPP applications are actively being submitted on a weekly basis from site administrators throughout participating districts in the county.

Staff is currently developing the expansion plan for Phase 2 of the STPP which is guided by the program's expansion principles indicated on page 2 of this memo. In February 2020, staff will provide an update to PPLC on a recommended Phase 2 expansion plan and present findings from the STPP three-year evaluation report.

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

DATE: October 17, 2019

TO: Alameda County Transportation Commission

FROM: Carolyn Clevenger, Director of Planning
Kristen Villanueva, Senior Transportation Planner
Kate Lefkowitz, Associate Transportation Planner
Christopher Marks, Associate Transportation Planner

SUBJECT: 2020 Countywide Transportation Plan: Shared Mobility/Transportation Network Companies Overview

Recommendation

Receive an overview of shared mobility services, including current trends and effects of shared mobility services on overall travel, as well as current regulatory actions. This is an information item.

Summary

As part of the 2020 Countywide Transportation Plan (CTP), staff will bring key transportation topics to the Commission for discussion purposes. These topics reflect emerging transportation issues for which policies and strategies may be further explored and recommended in the CTP. The first of these topics is on shared mobility, with a focus on transportation network companies (TNCs) and shared bikes and scooters.

This memo presents a summary of current research on use trends and observations of the effects of shared mobility options on larger travel outcomes such as congestion and transit ridership. This memo also provides an overview of actions related to establishing regulations for shared mobility providers. The memo summarizes work done by many researchers across academia, consultancies, and planning agencies to provide a high-level review of findings to date across the country. It is important to note that the shared mobility ecosystem is continuously evolving so our understanding of the effects of these services will also be changing over time.

Background

The Shared-Use Mobility Center¹ distinguishes shared services as those that are “shared among users, either concurrently or one after another.” These services have been around for about 10 years, with a rapid increase in dock-less “micromobility” systems of bikes and scooters deployed in cities since early 2017. This memo focuses on TNCs, bike share, and scooter share. Within the Bay Area, the mix of companies providing these services is frequently changing. Table 1 presents a list of common companies in operation as adapted from an inventory taken by the San Francisco County Transportation Authority (SFCTA).² While there are only two major TNCs operating in the Bay Area (Uber and Lyft), there are slightly more companies providing bike share service and many competing companies for scooter share.

Table 1. Shared Mobility Companies Operating in the Bay Area

Shared Mobility Service	Companies in Bay Area
Ride-sourcing/Ride-hailing/Transportation Network Company (TNC)	Uber, Lyft
Bike share/E-Bike	Ford GoBike, HOPR, JUMP, LimeBike, Lyft
E-Scooter/Shared Scooter	Bird, JUMP, Lime, Lyft, Scoot, Skip, Spin

Services that provide carpool matching are not included in this memo. Staff notes that carpool matching services like Scoop and Waze Carpool are not in the same category as Uber and Lyft because the drivers in the carpool are not compensated by a fare and they are sharing the same destination as the passenger, thereby not creating additional vehicle impacts on parking or congestion.

What do we currently know about TNC use?

Understanding trip patterns and characteristics of shared mobility services like Uber and Lyft has been limited due to their strict stance on data sharing and lack of data-sharing regulation. In response, researchers have utilized surveys of travelers as the primary method for assessing use trends. In a handful of instances, Uber and Lyft have released their trip data for researchers and consultants to analyze. Lastly, in SFCTA's *TNCs Today* data collection effort, which was presented in detail to the Commission's Transit Committee in September 2017, researchers developed a novel approach to directly collecting the trip data through an outside source.

From these various data collection efforts over the last 5 years, there are a few key patterns starting to emerge regarding use trends for TNCs. Overall, TNCs are most often used in the urban areas of a region and for short trips for social purposes. The one exception is for airport

¹ The Shared-Use Mobility Center is a non-profit, public-interest organization that is promoting knowledge-share for shared mobility services, supporting pilot programs and conducting new research.

² <https://www.sfcta.org/policies/emerging-mobility>

trips that are both longer distance and occurring outside of the urban core. TNCs are typically not used for daily commute purpose or for trips that occur on a regular basis.³

Based on a recent analysis of Uber and Lyft trip data in the country's largest regions such as San Francisco, Los Angeles, and Chicago, Fehr & Peers has determined that as a share of overall travel in these regions, TNC trips contribute a small share of vehicle-miles travelled (VMT). The share of travel is higher in the core county of these regions and higher still in the core of the core county. For example, the share of VMT within the core of San Francisco, which is the northeast quadrant of the city, is estimated to be approximately 13% of total VMT. Within the nine-county SF Bay Area, 3% of total VMT is estimated to be associated with TNC trips.⁴

A key policy question involves the interplay of TNCs and public transit. Research on trip substitutions, or how a trip would have been made if TNCs were not an option, is still very limited. One survey done by researchers at UC Davis within the same regions as the Fehr & Peers study and including New York City, found that between 49% and 61% of TNC trips either would not have been made at all or would have been made walking, biking, or on transit.⁵ This suggests more vehicles are on the road with TNCs than without and that some of the new TNC trips could be leading to decreasing transit ridership. This same study, however, found that TNC use increased use of commuter rail, suggesting a complementary relationship in providing first/last mile service to rail. More information on the emerging trends around transit ridership is discussed in the next section.

The effects on transportation for older adults and people with disabilities is one of complementary services. City-based programs have relied on traditional taxi services to provide same-day transportation for these populations. Within Alameda County, many city-based programs are beginning to integrate TNCs as an on-demand option that is able to provide more flexible service. Table 2 presents the eight current TNC pilots within Alameda County that are primarily for older adults and people with disabilities with the exception of the Go Dublin! Pilot, which is for everyone. More discussion on the TNC Access for All Act (SB1376), which was approved in 2018, is included below.

Table 2. City-Based TNC Pilots for Older Adults and People with Disabilities in Alameda County

Jurisdiction	Program Components	Program Status
City of Albany	<ul style="list-style-type: none">• Same day, on demand• Participants receive a 75% reimbursement or up to \$25 per trip, up to \$200 per month	Active

³ Shared-Use Mobility Center, TCRP Report 195: Broadening Understanding of the Interplay Among Public Transit, Shared Mobility, and Personal Automobiles, 2018

⁴ Fehr & Peers analysis of Uber and Lyft data for September 2018 and released August 2019.

⁵ Clewlow, R.R. & Mishra, G.S. (2017). *Disruptive Transportation: The Adoption, Utilization, and Impacts of Ride-Hailing in the United States*. Institute of Transportation Studies, University of California, Davis, Research Report UCD-ITS-RR-17-07

Jurisdiction	Program Components	Program Status
City of Emeryville	<ul style="list-style-type: none"> • Same day, on demand • Participants receive a 90% reimbursement up to \$80 per quarter • Separate from Taxi Reimbursement program 	Active; incorporated into program in FY 18-19
City of Fremont City of Newark City of Union City	<ul style="list-style-type: none"> • Subsidized curb-to-curb rides through Lyft • Fares structure in a similar manner to current taxi program 	In progress
City of Hayward City of San Leandro	<ul style="list-style-type: none"> • Curb-to-curb • Do not need a smartphone • Partner with non-profit Life Elder Care • Lyft Concierge and Uber Health 	Active; launched in January 2019
WHEELS Go Dublin!	<ul style="list-style-type: none"> • Same day, on demand • Pays half of fare for trips that start and end in Dublin using rideshare option 	Active

What do we currently know about the effects of TNCs and transit ridership?

Results on the relationship between TNC use and transit ridership are limited and mixed. Over the last few years, transit ridership has been declining across the country, which has coincided with the timeframe associated with an acceleration in TNC use. The UC Davis survey (Clewlow and Mishra) suggests that at least a portion of new TNC trips would have been taken by transit. This same study and others have found a positive relationship between TNC use and commuter rail use, suggesting a complementary first/last mile relationship.

To shed light on this discussion, MTC is currently evaluating the potential causes of transit ridership declines in the Bay Area, among which TNCs may be a factor. So far, the MTC study has found ridership increases along strong commuter routes such as to downtown San Francisco and ridership declines on nights and weekends and on routes not servicing high density downtowns. They also note that housing affordability has affected the location choices of lower income residents who traditionally were living in transit-oriented communities. The study will not be able to definitively prove if TNCs are causing declines in transit ridership but it's beginning to suggest that there are areas that will continue to be strong transit markets in spite of TNC access (e.g. commuter trunk routes) and areas that could continue to be negatively influenced by strong TNC activity during nights and weekends. Findings and recommendations from this study are anticipated to be released late 2019 or early 2020.

What do we currently know about bike share and scooter share?

Shared mobility in the form of bike share has been implemented across cities for the past decade. These systems started in partnership with local municipalities and were implemented as docked systems with stations under a clear regulatory framework. Since the beginning of 2017, however, private companies have deployed dock-less bike and scooter systems on public rights of way after little or no coordination with city officials. According to the National Association of City Transportation Officials (NACTO), the number of trips taken on shared "micromobility" services doubled in one year to 84 million trips nationwide in 2018, which was also the first year that shared scooters were available. In that first year, 38.5 million

scooter trips were taken. The majority of the remaining shared mobility trips were from station-based bike share. In the Bay Area, the significant expansion of Ford GoBike led to 260% increase in ridership.⁶

Given the relatively new arrivals of bike share and scooter share, there is less known about where these trips are happening and their effects on travel behavior compared to TNCs. Generally, these services still reflect the same market areas as TNCs: concentrated in core urban areas and used for short trips that are more occasional in nature. Riders have tended to use station-based bike share during traditional commute hours whereas scooter share use is more evenly seen throughout the day and during social hours of Fridays and weekends.⁷

What are the impacts to cities and what is being done?

Despite the low share of overall VMT caused by TNCs, research by SFCTA has found that TNCs contributed significantly to the increase in congestion between 2010 and 2016 within San Francisco.⁸ This corresponds with the findings from the UC Davis survey that TNC use is creating more vehicle trips from people switching from non-auto modes or taking a trip they otherwise would not have taken. An additional impact relates to physical space. TNCs and shared mobility services compete for scarce public space within city's rights of way – roadways, sidewalks, curbs. Furthermore, motorized bikes and scooters add complexity to roadways already experiencing safety issues for walking, biking, and driving, in addition to creating competition for sidewalks, especially for parking bikes and scooters.

The current regulatory framework for TNCs involves imposing taxes and fees typically at the state or city level on the companies and trips and imposing requirements to ensure everyone has equal access to this service, particularly for people with disabilities. As the regulator of TNC companies in California, the California Public Utilities Commission (CPUC) can impose fees on TNCs. The CPUC assesses an annual fee and a fee as a share of the TNC's gross statewide revenues. Outside of California, a handful of cities around the country are going one step further and have begun to impose fees and/or taxes on the trips of TNC providers.⁹ No jurisdictions in California have imposed fees and/or taxes but the City of San Francisco will vote on November 5, 2019 whether or not to approve what is referred to as a congestion mitigation tax on TNC trips. Attachment A includes more information on taxes and fees across the U.S. with links to the relevant ordinances.

In September 2018, the California State Legislature passed Senate Bill 1376 (Hill): Disability Access to Transportation Network Companies, also known as the TNC Access for All Act. This legislation requires TNCs to provide services that are accessible to persons with disabilities through their online-enabled applications, with a primary focus on users that require a wheelchair accessible vehicle (WAV) and imposes a per-trip fee with the intention of creating an on-demand WAV program. Many of the implementation details are currently being developed but the per-trip fee went into effect in July 2019. CPUC is required to

⁶ All values sources from the NACTO assessment of trip data: <https://nacto.org/shared-micromobility-2018/>

⁷ <https://nacto.org/shared-micromobility-2018/>

⁸ <https://www.sfcta.org/projects/tncs-and-congestion>

⁹ Eno Center for Transportation. Eno Brief: Taxing New Mobility Services: What's Right? What's Next? July 18, 2018

administer this program. More information on this legislation and requirements is included in Attachment B.

Cities across the country are starting to establish regulatory frameworks for dock-less micromobility. Within Alameda County, the City of Oakland started a scooter permit program in July 2019 and as recently as August, the City of Fremont launched a shared active transportation program. In January 2019, the City of Berkeley started a shared electric scooter pilot. For cities interested in developing regulation for dock-less systems, NACTO released Version 2 of their [Guidelines for Regulating Shared Micromobility](#) in September 2019. Topics include general terms and conditions for the agreement, permit fees, data sharing protocol, requirements on fleet size, relocation frequency, maintenance, parking and distribution throughout a city.

Conclusion and Next Steps

The information in this memo provides an overview of the current understanding of the use and effects of shared mobility on travelers and cities, which will naturally be in flux as the systems mature and companies continue to iterate with local governments. Given this on-going uncertainty, staff will continue to monitor the latest research and incorporate best practices into our planning initiatives and capital projects scoping. The 2020 CTP will include strategies for taking advantage of the new mobility provided by these services while ensuring they advance broader public benefits.

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

Attachments:

- A. Overview of Fees and Taxes for TNCs in U.S. Cities
- B. Overview of California Senate Bill 1376 (Hill): TNC Access for All Act

Attachment A – Overview of Fees and Taxes for TNCs in U.S. Cities

This attachment provides a list of cities across the country that have passed bills or imposed fees on TNCs over the past five years. The relevant ordinances are hyper-linked in the city names.

[Chicago, IL](#)

In 2015, the City of Chicago became the first jurisdiction to collect a per-ride surcharge and establish an ordinance (Title 9, Section 115) to license and regulate the TNC industry. Most of the \$0.72 per-ride fee goes into the city's general fund, \$0.15 is used to fund transit (including the Chicago Transit Authority), and \$0.10 goes to the city's Accessibility Fund that incentivizes conversion of taxis and TNC vehicles to serve customers using wheelchairs.¹⁰

[Portland, OR](#)

The City of Portland, Oregon, requires Taxi and TNC companies to collect a \$0.50 surcharge per pickup charge on TNCs and Taxis. Revenue is used to fund the following programs/services:

- Program expenses, including administration and enforcement
- Accessible service needs (subsidies / incentives: is the centralized dispatch for WAV taxi only)
- Driver education

Additionally, Portland City Council authorized the Portland Bureau of Transportation (PBOT) to create an Accessible Services Fund in 2016 from rider and permit fees.

[New York, NY](#)

Ride-hailing services and taxis are charged per ride if they drive in Manhattan. Surcharges include \$2.75 per ride for Uber and Lyft, \$2.50 per trip for a medallion taxicab and \$0.75 per pool trip. Surcharges are required to be charged to passengers. The new fees aim to mitigate congestion and help fund subway repair and improvements, providing an expected \$400 million per year going forward for the MTA.

[New Orleans, LA](#)

New Orleans City Council adopted Ordinance Calendar No. 30,617 which facilitates collection of an annual permit fee from TNC companies (not the driver) of \$15,000, as well as \$0.50 cents per trip originating in Orleans Parish to be paid each quarter.

[San Francisco, CA](#)

On November 5, 2019, residents of the City of San Francisco will vote on Measure D: Traffic Congestion Mitigation Tax. Based on state legislation sponsored by Assemblyman Phil Ting, D- San Francisco (AB1184), the congestion tax will apply a 3.25 percent tax on net rider fares for individual trips associated with travel within City of San Francisco and a 1.5 percent tax on

¹⁰ City of Chicago TNP License Fact Sheet 2018

shared trips with origins in San Francisco. If approved by voters, the tax would take effect in January 2020.

Seattle, WA

The City of Seattle passed ordinance 124524 in 2014 that imposed a fee of \$0.10 per ride for all trips originating in Seattle, revenue for which goes to the Department of Finance and Administrative Services. This ordinance was amended in 2016 ([Director's Rule CPU-10-2016](#)) increasing the fee to \$0.12 per trip. Today, TNCs must also collect a \$0.10 per trip surcharge for the Wheelchair Accessible Services Fund ([Director's Rule CPU-11-2016](#)). Seattle is considering raising this fee to \$0.75 to help pay for transit.

Attachment B – Overview of California Senate Bill 1376 (Hill): TNC Access for All Act

In order to increase accessibility of TNCs for people with disabilities, the California State Legislature passed Senate Bill 1376 (Hill): Disability Access to Transportation Network Companies, also known as the TNC Access for All Act, in September 2018. The CPUC is required to implement SB 1376 as part of its regulatory authority of TNCs.

This legislation went into effect on January 1, 2019, and requires TNCs such as Uber and Lyft to provide services that are accessible to persons with disabilities through their online-enabled applications, with a primary focus on users that require a wheelchair accessible vehicle (WAV).

SB 1376 requires CPUC to implement the following regulations¹¹:

- Conduct public workshops with stakeholders throughout the state to gather input on key components of the program
- Impose per-trip “Access Fund” fee (at a minimum \$0.05 for each trip completed) on “TNC trips” that originate in “geographic areas” selected by CPUC to facilitate on-demand WAV service beginning July 1, 2019
- Requires TNCs and “access providers” to demonstrate presence/availability of WAVs and improved response times as a result of fee money expenditures and report data on trips requested/fulfilled, response times, etc.
- Establish geographic areas based on the demand for WAVs within the area (as identified during required workshops) to be funded by the funds collected in the Access Fund.
- Establish TNC Investment Offsets.
 - Allows for TNCs to offset the Access Fund payments by demonstrating “the presence and availability of WAVs on its online-enabled application or platform improved level of service, including reasonable response times, due to those investments for WAV service compared to the previous quarter, efforts undertaken to publicize and promote available WAV services to disability communities, and a full accounting of funds.”
- Establish Exemptions.
 - Allows TNCs to be exempt from paying the fee in a geographic area if, after the Commission adopts a “designated level of WAV service that is required to be met,” the TNC meets the set standard.
- Distribute Access Funds
 - Establishes a process access providers to submit applications to receive funds from the Access Fund any time after April 1, 2020.
- Develop Reporting Requirements
- Establish Intervenor Compensation
- Address Additional TNC Accessibility Issues
- Report to the Legislature by January 1, 2024 on the implementation of the program.

¹¹ Assigned Commissioner’s Scoping Memo and Ruling, California Public Utilities Commission Proceeding: R1902012

Current Status

Since the bill went into effect, CPUC has been conducting workshops with key stakeholders. These include disability advocates, transit agencies, the paratransit coordinating council, as well as with Uber and Lyft.

As of May 25, 2019 the following SB 1376 policies have been decided upon and implemented:

- A "TNC Access for All Fund" (Access Fund)
 - TNCs must charge customers a per-trip "Access for All Fee" of \$0.10 per-trip for TNC trips that originate in a designated geographic area. This fee started in July 2019.
- Designated Geographic Area(s).
 - The CPUC Commission decided that each county in California will be a designated geographic area.

Currently, PUC is currently conducting public workshops to solicit stakeholder input on the following policies related to the implementation of SB 1376 through the first quarter of 2020:

- Establish TNC Investment Offsets
- Establish Exemptions
- Distribute Access Funds



Memorandum

6.11

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 17, 2019

TO: Alameda County Transportation Commission

FROM: Tess Lengyel, Deputy Executive Director of Planning and Policy

SUBJECT: Legislative Positions and Update on Federal, State, and Local Legislative Activities

Recommendation

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

Summary

The September 2019 legislative update provides information on federal and state legislative activities.

Background

The Commission approved the 2019 Legislative Program in December 2018. The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy. The final 2019 Legislative Program is divided into six sections: Transportation Funding; Project Delivery and Operations; Multimodal Transportation, Land Use, and Safety; Climate Change and Technology; Goods Movement; and Partnerships. The program is designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in the region as well as in Sacramento and Washington, DC.

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

Federal Update

Alameda CTC's federal lobbying firm provided the following summary of the recent federal ruling affecting California's waiver for the Clean Air Act.

On September 27, 2019, The U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation National Highway Traffic Safety Administration (NHTSA) have jointly published a final rule entitled, "[The Safer Affordable Fuel-Efficient \(SAFE\) Vehicles Rule Part One: One National Program](#)." The rule takes two specific actions: (1) announces the EPA's decision to withdraw California's *Clean Air Act* waiver, and (2) finalizes NHTSA's regulatory text implementing its statutory authority to set nationally applicable fuel economy standards. This joint action is effective November 26, 2019.

These two actions were originally proposed in the "SAFE Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks," which many local governments and other stakeholders submitted official commentary on and have been following since the rule was introduced last August. It is important to note that the 2018 SAFE Vehicles Rule also proposed new and amended greenhouse gas (GHG) and Corporate Fuel Economy (CAFE) standards for model year 2021 to 2026 light duty vehicles. This rule does not touch upon those proposed and amended standards, however the agencies anticipate issuing a final rule on standards proposed "in the near future."

This final rule includes the agencies' responses to themes that emerged in the several hundred thousand public comments received during the comment period for the 2018 SAFE Vehicles Rule. The agencies address concerns about environmental, industry, and other impacts both nationally and specifically in the State of California. The agencies claim most of the comments were focused on the proposed changes to the GHG and CAFE standards, instead of the waiver withdrawal.

The agencies note the federal authority to set "one national program," and they site Congress's intent throughout the rule. For example, they note, "Congress's intent to provide for uniform national fuel economy standards is frustrated when State and local actors regulate in this area." Section I of the rule details how NHTSA considered the views of States and local governments in setting national fuel economy standards. They assert that NHTSA considers the views of these levels of governments, like all other stakeholders, but that the *Energy Policy and Conservation Act* (EPCA) "does not permit States or local governments to act as co-regulators with NHTSA in the process of setting fuel economy standards." NHTSA addresses comments that urged the agencies to work "cooperatively" with the State of California, which we know was publicly supported by the auto industries who were worried about an uncertain regulatory landscape. In response, in part, NHTSA says that while they strive for a collaborative regulatory approach, "California is not permitted by Federal law to have its own separate laws or regulations relating to fuel economy

standards." Finally, the agencies explain why this rule will not have a public comment period. They argue the rule does not make changes to regulatory text pursuant to the *Clean Air Act*, but instead is meant to maintain the "integrity of the corporate average fuel economy program" and federal compliance regime. Since this rule does not touch on the emissions standard component of the 2018 SAFE Vehicles Rule, which is forthcoming as a separate and distinct rule, the agencies argue there is no need for a comment period as "it does not have any effect on either agency's standards."

The impact of this ruling could be significant in California and affect Alameda CTC's project delivery efforts. Our partners at CALCOG estimate nearly 2,000 projects — totaling over \$130 billion of infrastructure investment in the state — may be delayed in the months ahead as a result of this ruling. Alameda CTC has sent an opposition letter to the USDOT, NHTSA and EPA on this ruling due to its effect on project delivery.

State Update

Alameda CTC staff will provide an update on state activities at the Commission meeting reflecting the final actions on bills Alameda CTC has supported or opposed during the first year of this two-year session. Attachment A includes a summary of bills with Alameda CTC bill positions and their status.

Platinum Advisors, Alameda CTC's state lobbying firm, provided the following summary of state activities.

Bills: Governor Newsom had until October 13th to sort through the 723 bills sent to him by the Legislature, which finished their work at approximately 3:00 a.m. on Saturday September 14th. Attachment A includes a summary of Governor actions on bills with Alameda CTC positions. At the PPLC meeting, it was requested that a future meeting include an agenda item to discuss the impact of SB328 on transit services in Alameda County.

Climate Resiliency Executive Order: In September, prior to departing for Climate Week in New York, Governor Newsom issued a wide-ranging executive order making climate resiliency and GHG reductions a priority for state investments. The executive order contains broad declarations on spending and investing funds in the following areas:

- **Transportation Systems:** Directs CalSTA to align transportation spending, programming and mitigation with the state's climate goals to achieve the objectives of the state's Climate Change Scoping Plan, where feasible. The executive order also specifies the following actions on transportation:
 - Reduce VMTs by directing discretionary transportation funds to support housing production near jobs.

- Reduce congestion through innovative strategies that encourage people to shift from cars to other modes.
 - Fund transportation options that contribute to overall health and GHG reductions, such as transit, walking, and biking.
 - Mitigate increases in transportation costs for lower income individuals.
- **State Investments:** Directs the Department of Finance to create a Climate Investment Framework to measure and manage climate risk across the state's investment portfolio, with the goal of driving investment toward carbon-neutral and climate resilient technologies. The State's investment portfolio includes over \$700 billion through CalPERS, CalSTRs, and the University of California Retirement System.
 - **State Assets and Operations:** Directs DGS to identify opportunities to lower emissions and mitigate climate risk from the state's owned and leased assets, primarily buildings and vehicles, and to implement sustainable purchasing policies across state agencies that prioritize the purchase of environmentally preferable goods, consistent with state climate policies.
 - **Vehicles and Electric Vehicle Infrastructure:** Directs CARB to push automakers to produce even more clean vehicles, and to find ways for more Californians to purchase these vehicles on the new and used markets. Also, directs CARB to strengthen existing or adopt new regulations to achieve greenhouse gas reductions within the transportation sector.

It is not yet clear when or how these orders will be implemented in the state.

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

Attachment:

- A. Status of Bills with Alameda CTC Positions

Attachment A: Alameda CTC Bill Positions Bill Status

Bills	Subject	Position
Bills Approved by the Legislature and Governor Action		
<u>AB 252</u> (Daly D) Department of Transportation: environmental review process: federal program.	Current federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery program, under which the participating states may assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Current law, until January 1, 2020, provides that the State of California consents to federal requirements to assume this responsibility. This bill would extend the operation of these provisions indefinitely.	Alameda CTC – Support Signed into law
<u>AB 1486</u> (Ting D) Surplus land.	Current law prescribes requirements for the disposal of surplus land by a local agency. Current law defines “local agency” for these purposes as every city, county, city and county, and district, including school districts of any kind or class, empowered to acquire and hold real property. This bill would expand the definition of “local agency” to include sewer, water, utility, and local and regional park districts, joint powers authorities, successor agencies to former redevelopment agencies, housing authorities, and other political subdivisions of this state.	Alameda CTC – Support Signed into law
<u>AB 1487</u> (Chiu D) San Francisco Bay area: housing development: financing.	Current law provides for the establishment of various special districts that may support and finance housing development, including affordable housing special beneficiary districts that are authorized to promote affordable housing development with certain property tax revenues that a city or county would otherwise be entitled to receive. This bill, the San Francisco Bay Area Regional Housing Finance Act, would establish the Housing Alliance for the Bay Area and would state that the entity’s purpose is to increase affordable housing in the San Francisco Bay Area by providing for enhanced funding and technical assistance at a regional level for tenant protection, affordable housing preservation, and new affordable housing production.	Alameda CTC – Support and seek amendments Signed into law

<p><u>SB 5</u> (Beall D) Affordable Housing and Community Development Investment Program.</p>	<p>This bill would establish in state government the Affordable Housing and Community Development Investment Program, which would be administered by the Affordable Housing and Community Development Investment Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority, transit village development district, or a combination of those entities, to apply to the Affordable Housing and Community Development Investment Committee to participate in the program and would authorize the committee to approve or deny plans for projects meeting specific criteria.</p>	<p>Alameda CTC - Support if Amended Vetoed</p>
<p><u>SB 127</u> (Wiener D) Transportation funding: active transportation: complete streets.</p>	<p>This bill would establish an Active Transportation Asset Branch within the Transportation Asset Management Office of the department and require the Transportation Asset Management Plan program manager to develop and meaningfully integrate performance measures into the asset management plan as specified, and to establish interim goals, objectives, and actions to meet the department's transportation mode shift goals. The bill would require the California Transportation Commission to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities.</p>	<p>Alameda CTC - Support and Seek Amendments Vetoed</p>
<p><u>SB 128</u> (Beall D) Enhanced infrastructure financing districts: bonds: issuance.</p>	<p>Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district, with a governing body referred to as a public financing authority, to finance public capital facilities or other specified projects of communitywide significance. Current law requires a public financing authority to adopt an infrastructure financing plan and hold a public hearing on the plan, as specified. Current law authorizes the public financing authority to issue bonds for these purposes upon approval by 55% of the voters voting on a proposal to issue the bonds. This bill would instead authorize the public financing authority to issue bonds for these purposes without submitting a proposal to the voters.</p>	<p>Alameda CTC – Support Signed into law</p>

<p><u>SB 137</u> <u>(Dodd D)</u> Federal transportation funds: state exchange programs.</p>	<p>Current federal law apportions transportation funds to the states under various programs, including the Surface Transportation Program and the Highway Safety Improvement Program, subject to certain conditions on the use of those funds. Current law establishes the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system, and funds that program from fuel taxes and an annual transportation improvement fee imposed on vehicles. This bill would authorize the Department of Transportation to allow the above-described federal transportation funds that are allocated as local assistance to be exchanged for Road Maintenance and Rehabilitation Program funds appropriated to the department.</p>	<p>Alameda CTC - Support and Seek Amendments</p> <p>Signed into law</p>
<p><u>SB 211</u> <u>(Beall D)</u> State Highways: Leases</p>	<p>Existing law vests the Department of Transportation with full possession and control of the state highway system, including associated property. Existing law authorizes the department to lease on a right of first refusal basis specified airspace under freeways, and real property acquired for highway purposes, that is not excess property, to specified local entities for purposes of emergency shelters or feeding programs, or other specified purposes, for a lease amount of \$1 per month and a payment of an administrative fee not to exceed \$500 per year, as specified. This bill would authorize the department to lease on a right of first refusal basis any airspace under a freeway, or real property acquired for highway purposes for purposes of an emergency shelter or feeding program.</p>	<p>Alameda CTC – Support</p> <p>Signed into law</p>
<p><u>SB 328</u> <u>(Portantino D)</u> Pupil attendance: school start time.</p>	<p>This bill would require the school day for middle schools and high schools, including those operated as charter schools, to begin no earlier than 8:00 a.m. and 8:30 a.m., respectively, by July 1, 2022, or the date on which a school district's or charter school's respective collective bargaining agreement that is operative on January 1, 2020, expires, whichever is later, except for rural school districts. To the extent the bill imposes new duties on school districts and charter schools, the bill would impose a state-mandated local program.</p>	<p>Alameda CTC – Oppose</p> <p>Signed into law</p>

Two-Year Bills		
<u>AB 11</u> (Chiu D) Community Redevelopment Law of 2019.	Current law dissolved redevelopment agencies as of February 1, 2012, and designates successor agencies to act as successor entities to the dissolved redevelopment agencies. This bill, the Community Redevelopment Law of 2019, would authorize a city or county, or two or more cities acting jointly, to propose the formation of an affordable housing and infrastructure agency by adoption of a resolution of intention that meets specified requirements.	Alameda CTC - Support
<u>AB 148</u> (Quirk-Silva D) Regional transportation plans: sustainable communities strategies.	Current law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Current law requires the regional transportation plan to include, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. This bill would require each sustainable communities strategy to identify areas within the region sufficient to house an 8-year projection of the emergency shelter needs for the region, as specified.	Alameda CTC - Support
<u>AB 659</u> (Mullin D) Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.	Would establish the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs, and would specify certain program goals. The bill would require the commission to form the California Smart City Challenge Workgroup on or before July 1, 2020, to guide the commission on program matters, as specified. The bill would require the commission, in consultation with the workgroup, to develop guidelines on or before March 1, 2021, for the program, which would not be subject to the Administrative Procedure Act, and would authorize the commission to revise them as necessary.	Alameda CTC - Support
<u>AB 847</u> (Grayson D) Housing: transportation-related impact fees grant program.	Would require the Department of Housing and Community Development, upon appropriation by the Legislature, to establish a competitive grant program to award grants to cities and counties to offset up to 100% of any transportation-related impact fees exacted upon a qualifying housing development project, as defined, by the local jurisdiction.	Alameda CTC - Support

<u>AB 1226</u> <u>(Holden D)</u> State highways: property leases: assessment.	Would require the Department of Transportation to assess the feasibility of constructing facilities above highways built below grade in urban areas that would be made available and leased to a city, county, or other political subdivision or another state agency for affordable housing, transitional housing, emergency shelter, feeding program, or wraparound services purposes, or any combination of these purposes, and would require the department, on or before January 1, 2021, to submit that assessment to the Governor and the fiscal and policy committees of the Legislature that oversee transportation programs.	Alameda CTC – Support
<u>AB 1350</u> <u>(Gonzalez D)</u> Youth Transit Pass Pilot Program.	Would create the Youth Transit Pass Pilot Program upon the appropriation of moneys from the Greenhouse Gas Reduction Fund by the Legislature, and would require the Department of Transportation to administer the program. The bill would require the department to award available moneys to eligible participants, as defined, to provide free transit passes to persons under the age of 25 through new or existing transit pass programs, as specified. (Amended: 3/26/2019)	Alameda CTC - Support
<u>AB 1648</u> <u>(Levine D)</u> Housing: school employees: affordable rental housing.	Would define affordable rental housing for the purposes of the Teacher Housing Act of 2016 to mean a rental housing development with a majority of its rents restricted to levels that are affordable to persons and families whose income does not exceed 200 percent of area median income, as specified, and located on real property owned by the school district.	Alameda CTC -
<u>AB 1717</u> <u>(Friedman D)</u> Transit-Oriented Affordable Housing Funding Program Act.	Would establish the Transit-Oriented Affordable Housing Funding Program, to be administered by the California Housing Finance Agency (CalHFA). The bill would authorize the city council of a city, or the board of supervisors of a city and county, to participate in the program by enactment of an ordinance establishing a transit-oriented affordable housing district, as provided.	Alameda CTC - Support
<u>ACA 1</u> <u>(Aguilar- Curry D)</u> Local government financing: affordable	The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the	Alameda CTC - Support

housing and public infrastructure: voter approval.	construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.	
<u>SB 664 (Allen)</u>	This bill clarifies the way that local transportation agencies who operate toll roads and toll bridges and administer electronic transit fare payment systems in California can use personally identifiable information (PII) while operating those toll facilities and systems.	Alameda CTC - Support
<u>SB 50 (Wiener D)</u> Planning and zoning: housing development: incentives.	Would authorize a development proponent of a neighborhood multifamily project located on an eligible parcel to submit an application for a streamlined, ministerial approval process that is not subject to a conditional use permit. The bill would define a "neighborhood multifamily project" to mean a project to construct a multifamily structure on vacant land, or to convert an existing structure that does not require substantial exterior alteration into a multifamily structure, consisting of up to 4 residential dwelling units and that meets local height, setback, and lot coverage zoning requirements as they existed on July 1, 2019.	Alameda CTC – Watch position, and provided comments on legislative language via a letter



Memorandum

6.12

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 17, 2019

TO: Alameda County Transportation Commission

FROM: Vivek Bhat, Director of Programming and Project Controls
Jacki Taylor, Senior Program Analyst

SUBJECT: Approve Alameda County 2020 State Transportation Improvement Program (STIP)

Recommendation

Approve Resolution 19-005 (Attachment A) regarding the approval of the Alameda County 2020 STIP Program, which identifies \$15.7 million of new 2020 STIP funding for the I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements Project. Staff also recommends identifying the I-680 Express Lanes Gap Closure (SR-84 to Alcosta Boulevard) project as a contingency project for the 2020 STIP.

Summary

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources administered by the California Transportation Commission (CTC), including Senate Bill 1 (SB 1). The 2020 STIP will cover Fiscal Years (FYs) 2020-21 through 2024-25. Alameda County's share of the State's 2020 STIP Fund Estimate is \$34.7 million and includes \$15.7 million of new programming capacity for projects that would be available in the last year (FY2024-25) of the 2020 STIP period.

The Alameda CTC is to adopt and forward a program of STIP projects to the Metropolitan Transportation Commission (MTC) for inclusion in MTC's 2020 Regional STIP program (2020 RTIP). MTC approves the region's RTIP and submits it to the CTC for inclusion in the STIP.

Staff is recommending Commission approval of the Alameda County 2020 Program (Attachment A) which is consistent with the 2020 STIP Principles approved by the Commission in July 2019 (Attachment B). A final, approved project list and supporting documentation is due to MTC by November 1, 2019.

Staff also recommends identifying the I-680 Express Lanes Gap Closure (SR-84 to Alcosta Boulevard) project as a contingency project for the 2020 STIP.

Background

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System that is administered by the CTC and funded with revenues from the State Highway Account and other State and federal funding sources, including SB 1. The STIP is composed of two sub-elements with 75% of the STIP funds reserved for the Regional Transportation Improvement Program (RTIP) and 25% for the Interregional Transportation Improvement Program (ITIP).

Senate Bill 45 (SB 45) was signed into law in 1996 and had significant impacts on the regional transportation planning and programming process. The statute delegated major funding decisions to the local level and allows the Congestion Management Agencies/County Transportation Agencies (CMAs/CTAs) to have a more active role in selecting and programming transportation projects. SB 45 changed the transportation funding structure and modified the transportation programming cycle, program components, and expenditure priorities.

For each STIP cycle, Alameda CTC adopts and forwards a program of STIP projects to MTC. As the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area, MTC is responsible for developing the regional priorities for the RTIP. MTC approves the region's RTIP and submits it to the CTC for inclusion in the STIP. Caltrans is responsible for developing the ITIP.

2020 STIP Fund Estimate

The STIP Fund Estimate is approved by the CTC and serves as the basis for determining the STIP county shares and the amounts available for programming each fiscal year during the five-year STIP period. The Draft 2020 STIP Fund Estimate released at the June 2019 CTC meeting indicated \$9.2 million new programming capacity would be available for Alameda County projects. At the August meeting, the CTC approved the final 2020 STIP FE which increased the amount to \$15.7 million. This represents the amount of 2020 STIP new programming capacity that is available for Alameda County projects in FY 2024-25. MTC adopted its final Regional 2020 STIP Policies and Fund Estimate in September 2019.

Alameda County's 2020 STIP Fund Estimate:

\$ 34.7 M	2020 Fund Estimate for Alameda County
\$ 13.1 M	AC Transit East Bay Bus Rapid Transit (2018 STIP)
\$ 2.0 M	ARRA Backfill for Caldecott Tunnel (2018 STIP)
\$ 3.1 M	Ala. Co. share of MTC's Bike Ped Connectivity to Bay Bridge (2018 STIP)
\$ 0.3 M	STIP Administration funds for MTC
\$ 0.5 M	STIP Administration funds for Alameda CTC
\$ 15.7M	New funding available for projects

2020 STIP Program

Staff is recommending Commission approval of the Alameda County 2020 STIP Program (Attachment A) which is consistent with the 2020 STIP Principles approved by the Commission in July 2019 (Attachment B). The program includes \$15.7 million of new 2020 STIP funding for the I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements Project.

The I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements Project is currently in the design phase, having obtained NEPA Environmental Clearance in June 2019. The project is programmed with \$25.8 million of 2018 STIP and \$4.2 million of State SB1 ATP funding for the construction phase. Based on multiple stakeholder input received during the Environmental phase and other factors such as UPRR requirements, the project scope had to be modified and resulted in cost increases and an \$18.4 million funding shortfall in the construction phase. The 2020 STIP provides an opportunity to program additional STIP funding to the project to preserve the existing \$29.94 million of combined State funding (STIP and ATP) and to facilitate timely project delivery.

In July 2019, Alameda CTC submitted a grant application requesting \$18.4 million from the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program. Staff is anticipating the programming recommendations to be declared by the Federal Highway Administration (FHWA) in late fall 2019. In the event of the I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements Project receives the federal grant, staff is recommending the I-680 Express Lanes Gap Closure (SR-84 to Alcosta Boulevard) project as a contingency project for 2020 STIP funding.

The I-680 Express Lanes Gap Closure Project currently has a significant funding shortfall and has an opportunity to be coordinated with a Caltrans pavement rehabilitation SHOPP project within the same limits, resulting in delivery efficiencies and an estimated \$18 million in cost savings.

Next Steps

Due to the condensed programming schedule for the 2020 STIP, Alameda County's 2020 STIP program needs to be approved in October 2019 in order to meet MTC's November 1, 2019 submittal deadline for the county STIP programs and supporting documentation. In addition to a Commission-approved 2020 STIP project list, the documentation required by MTC for each project recommended for STIP funding includes:

- MTC Complete Streets Checklist,
- STIP Project Programming Request (PPR) form,
- Performance measures analysis,
- Final Project Study Report (PSR) (or PSR Equivalent),
- MTC Resolution of Local Support, and
- STIP Certification of Assurances.

The MTC-approved RTIP is due to the CTC in December 2019 and the final 2020 STIP is scheduled to be adopted by the CTC in March 2020.

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

Attachments:

- A. Resolution 19-005, Alameda County 2020 STIP Program
- B. Principles for the Development of the Alameda County 2020 STIP Project List,
Approved 7/26/19

Commission Chair
Supervisor Richard Valle, District 2

Commission Vice Chair
Mayor Pauline Cutter,
City of San Leandro

AC Transit
Board Vice President Elsa Ortiz

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

BART
Vice President Rebecca Saltzman

City of Alameda
Mayor Marilyn Ezzy Ashcraft

City of Albany
Mayor Rochelle Nason

City of Berkeley
Mayor Jesse Arreguin

City of Dublin
Mayor David Haubert

City of Emeryville
Councilmember John Bauters

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont
Mayor Robert McBain

City of Pleasanton
Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

ALAMEDA COUNTY TRANSPORTATION COMMISSION RESOLUTION 19-005

Approval of the Alameda County 2020 State Transportation Improvement (STIP) Program

WHEREAS, SB 45 (Chapter 622, Statutes 1997) substantially revised the process for estimating the amount of state and federal funds available for transportation projects in the state and for appropriating and allocating the available funds to these projects; and

WHEREAS, as part of this process, the Alameda County Transportation Commission (Alameda CTC) is responsible for programming projects eligible for Regional Improvement Program (RIP) funds, pursuant to Government Code Section 14527 (a), for inclusion in the Regional Transportation Improvement Program, and submission to the Metropolitan Transportation Commission (MTC) for inclusion in the MTC Regional Transportation Improvement Program (RTIP) and then to the California Transportation Commission (CTC), for inclusion in the State Transportation Improvement Program (STIP); and

WHEREAS, projects recommended for inclusion in the 2020 STIP must be consistent with the Commission-approved 2020 STIP Principles and satisfy all STIP programming, allocation and delivery requirements; and

WHEREAS, the funding identified in the 2020 STIP Fund Estimate for Alameda County of \$34.7 includes unallocated programmed balances from prior STIP cycles, approximately \$0.8 million of new STIP funding for Planning, Programming and Monitoring (PPM) and \$15.7 million of new STIP funding for projects for a total of \$16.5 million.

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC approves the 2020 STIP program detailed in Exhibit A.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, October 24, 2019 in Oakland, California, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

Attest:

Richard Valle,
Chair, Alameda CTC

Vanessa Lee,
Clerk of the Commission

EXHIBIT A**Alameda County 2020 STIP Program**

Index #	Project	Proposed for 2020 STIP (\$ x 1,000)
1	I-80/Gilman Interchange Bike/Ped Overcrossing and Access Improvements ¹	\$15,700
2	AC Transit East Bay Bus Rapid Transit (2018 STIP Carryover project)	\$13,125
3	Route 24 Corridor – Caldecott Project (2018 STIP Carryover project - ARRA Payback)	\$2,000
4	Improved Bike/Ped Connectivity to East Span SFOBB (2018 STIP Carryover project - MTC/BATA)	\$3,063
5	STIP Administration - Alameda CTC portion	\$500
6	STIP Administration - MTC portion	\$300
Total		\$34,688
Table Notes: 1. I-680 Express Lanes Gap Closure Project is recommended as a 2020 STIP contingency project.		

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Principles for the Development of the Alameda County 2020 STIP Project List*(Approved 7/26/2019)*

- It is anticipated that any new funding programmed in the 2020 STIP will be made available in FY 2024/25.
- Previously-approved commitments for STIP programming will be considered during the development of the 2020 STIP project list.
- Sponsors of currently programmed STIP projects will be required to provide updated project scope, status, schedule, cost and funding information.
- Any project considered for funding must be consistent with the Countywide Transportation Plan and satisfy all STIP programming requirements.
- Projects recommended for STIP funding must demonstrate readiness to meet applicable STIP programming, allocation and delivery requirements and deadlines.
- Consideration of the following are proposed for the required project prioritization for the development of the 2020 STIP project list:
 - The principles and objectives set forth in the Alameda CTC Comprehensive Investment Plan;
 - Previous commitments for STIP programming approved by the Alameda CTC;
 - Projects that can leverage funds from other SB1 and Regional programs;
 - The degree to which a proposed project, or other activity intended to be funded by transportation funding programmed by the Alameda CTC, achieves or advances the goals and objectives included in the Countywide Transportation Plan; and
 - The degree to which a proposed project has viable project implementation strategies that are based on current project-specific project delivery information provided by applicants, including:
 - Readiness for the current/requested project delivery phase;
 - The status of environmental clearance;
 - The project cost/funding plan by phase;
 - The potential for phasing of initial segment(s) which are fully-funded and provide independent benefit; and
 - Potential impediments, i.e. risks, to successful project implementation in accordance with the proposed project delivery schedule.

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Memorandum

6.13

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 17, 2019

TO: Alameda County Transportation Commission

FROM: Vivek Bhat, Director of Programming and Project Controls
John Nguyen, Principal Transportation Planner

SUBJECT: Oakland Broadway Corridor Transit Improvements Project (TEP-24):
Approve Measure BB Oakland Broadway Corridor Transit
Improvements Allocations to the Broadway Transit Lanes Project and
Broadway Shuttle Operations

Recommendation

It is recommended that the Commission approve the following actions related to the Oakland Broadway Corridor Transit Improvements Project (TEP-24):

1. Allocate \$4M of Measure BB Oakland Broadway Corridor Transit Improvements (TEP-24) to the construction phase of the Broadway Transit Lanes Project;
2. Allocate \$660,000 of Measure BB Oakland Broadway Corridor Transit Improvement (TEP-24) to Oakland Broadway Shuttle Operations in substitution of previously programmed Measure BB Community Development Investment funds(CDIP) (TEP-45); and
3. Authorize the Executive Director, or designee, to execute a Project Funding Agreement with the City of Oakland for this project.

Summary

The City of Oakland is the Project Sponsor of the Oakland Broadway Corridor Transit Improvements, a named project in the 2014 Transportation Expenditure Plan (TEP) with a total Measure BB commitment of \$10M. The City of Oakland has requested a \$4M Measure BB allocation from this commitment to support the construction phase of a proposed capital improvement project called the Broadway Transit Lanes Project (Project). This Project, will implement dedicated transit only lanes on Broadway between 11th Street and 20th Street in downtown Oakland to improve transit performance and reliability along this corridor.

Alameda CTC staff finds this Project proposal eligible for Measure BB funds, and recommends the approval of \$4M in Measure BB from the Oakland Broadway Corridor Transit Improvements (TEP-24) to the City of Oakland for this Project. Additionally, with the

scope defined for the corridor, the remaining balance of this TEP commitment is recommended to support current, and future transit needs on Broadway.

Through the 2020 CIP, Broadway Shuttle Operations had received an allocation of \$660,000 (FYs19-20 and 20-21) Measure BB Community Development Investment funds (TEP-45). Staff recommends a technical change to the fund source by replacing the Measure BB TEP-45 funds with Measure BB Oakland Broadway Corridor Transit Improvement (TEP-24) funds. The previously allocated amount remains unchanged.

Background

In March 2015, as part of the Alameda CTC 2016 Comprehensive Investment Plan, the Commission authorized and allocated \$100,000 for scoping and project development activities to the City of Oakland (City) to conduct a planning/feasibility study to evaluate alternatives for enhanced transit along the Oakland Broadway Transit Corridor.

In July 2017, the City completed the study which evaluated the viability of improvement options such as operating traditional transit bus service, implementing dedicated transit lanes, or introducing a fixed rail streetcar on the Broadway Corridor.

In September 2019, the Oakland Department of Transportation approved a local resolution that supports transit improvements by creating dedicated transit only lanes on Broadway. The City has also worked collaboratively with Alameda-Contra Costa Transit District (AC Transit) to receive concurrence of the project scope and City's project delivery strategy for the Oakland Broadway Transit lanes Project (Attachment A – AC Transit's Letter of Concurrence) and is now ready to move forward with implementing improvements along the Broadway corridor.

The City has submitted a request for allocation of \$4M in Measure BB funds from the Oakland Broadway Corridor Transit Improvements (TEP-24) for the construction phase of Broadway Transit Lanes Project (Project).

The Project will implement dedicated transit only lanes on Broadway between 11th Street and 20th Street in downtown Oakland. The Project also includes red colored transit-only lanes, high visibility crosswalk markings, leading pedestrian intervals at high injury intersections, concrete roadway repair/replacement in limited locations, and pavement rehabilitation designed specifically for a heavy transit route. Transit only lanes are anticipated to improve transit reliability and on-time performance in the Broadway corridor, which sees up to 50 buses an hour during peak periods. Bus service on Broadway connects passengers to a range of destinations within Oakland and within Alameda County, including Berkeley and San Leandro.

Additionally, with the primary transit improvements defined to capital improvements and transit operations for the Oakland Broadway Corridor Transit Improvements, Alameda CTC staff also recommends substituting previously programmed Measure BB Community Development Investment Program funds (TEP-45) to the operations of the Broadway “B”

Shuttle, in the amount of \$660,000 from Fiscal Years 2019-20 to 2021-22, with Measure BB funds available from the Oakland Broadway Corridor Transit Improvements (TEP-24) commitment. Future programming and allocations from TEP-24 will be intended to go towards supporting transit needs along the Broadway Corridor, and will be allocated through Alameda CTC Comprehensive Investment Plan.

A summary of the Measure BB Programming History for the Oakland Broadway Corridor Transit (TEP-24) Commitment is depicted in the following Table.

Table 1: Measure BB Programming History - Oakland Broadway Corridor Transit (TEP-24)			
Description	Commission Approval Date	Amount	Commitment Balance
Oakland Broadway Corridor Transit (TEP-24)	November 2014 <i>(Voter Approval)</i>	\$10,000,000	\$10,000,000
Scoping Study for the Oakland Broadway Transit Corridor	March 26, 2015	(\$100,000)	\$9,900,000
Scoping Study for the Oakland Broadway Transit Corridor	July 28, 2017	(\$500,000)	\$9,400,000
Scoping Study for the Oakland Broadway Transit Corridor	June 17, 2019	\$550,000 ¹	\$9,950,000
Oakland Broadway Transit Lanes Project	October 2019 <i>(This Request)</i>	(\$4,000,000)	\$5,950,000
Oakland Broadway Shuttle Operations	October 2019 <i>(This Request)</i>	(\$660,000)	\$5,290,000
Total Remaining Commitment Balance:			\$5,290,000²

Notes

1. Unspent scoping funds deprogrammed and returned to commitment.
2. Remaining TEP-24 Commitment Balance intended to support future transit needs along the Broadway Corridor.

Fiscal Impact: The action will authorize the allocation of \$4,660,000 in Measure BB funds for the Oakland Broadway Transit Corridor improvements (\$4M for construction of the Oakland Broadway Transit Lanes, and \$660,000 for Broadway Shuttle operations). This amount will be budgeted into the appropriate Alameda CTC Capital Program Budget updates.

Attachment:

- A. AC Transit Letter of Concurrence for the Broadway Transit Lanes Project

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Service Development
1600 Franklin Street, Oakland CA 94612

September 27, 2019

Mr. Vivek Bhat
Director of Programming and Project Controls
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: Support for City of Oakland's Broadway Transit Lanes

Dear Mr. Bhat:

AC Transit fully supports the City of Oakland's Broadway Transit Lanes project. Furthermore, we acknowledge that the City will be in the best position to implement the project at this time without disrupting the on-going BRT construction. AC Transit has been closely coordinating with the City on the planning and design of this project since we jointly applied for and received project support for the corridor from the National Association of City Transportation Officials' (NACTO) Transit Program Accelerator in 2016. AC Transit also participated in the development the City's Downtown Specific Plan, which recommends dedicated transit lanes along Broadway.

With the imminent completion of AC Transit's Bus Rapid Transit (BRT) project and the potential availability of project capital funds through Measure BB, now is an opportune time to advance the implementation of the Broadway Transit Lanes project and realize the benefits, not only to BRT but to the other key transit services that AC Transit operates along the corridor.

If you have any questions or comments about our support or participation, please feel free to contact me at 510-891-4734.

Sincerely,

A handwritten signature in black ink, appearing to read 'Robert del Rosario'.

Robert del Rosario
Director of Service Development
AC Transit

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Memorandum

6.14

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 17, 2019

TO: Alameda County Transportation Commission

FROM: John Pulliam, Director of Project Delivery
Gary Huisingh, Deputy Executive Director of Projects

SUBJECT: I-680 Southbound Express Lanes Project from SR-84 to Alcosta Boulevard (PN 1490001): Approve Professional Services Agreement A20-0004 with WMH Corporation

Recommendation

It is recommended that the Commission authorize the Executive Director to execute Professional Services Agreement A20-0004 with WMH Corporation (WMH) for a negotiated amount, not-to-exceed \$22,500,000, to provide services for the preparation of Plans, Specifications, and Estimate (PS&E) and Construction Contract Documents for the I-680 Southbound Express Lanes Project from SR-84 to Alcosta Boulevard.

Summary

In August 2019, a Request for Proposal (RFP) R20-0002 was released for professional services for the preparation of PS&E and Construction Contract Document phases. A proposal was received from one firm, and an independent selection panel composed of representatives from the City of Pleasanton and Alameda CTC reviewed the proposal. The panel determined that the WMH team was responsive and qualified to perform the required services and recommended foregoing an interview and proceeding with negotiations.

Alameda CTC has begun negotiating the contract with the consultant after a thorough review of the submitted cost proposal and comparison to Alameda CTC's independent cost estimate and assumptions. An agreement on anticipated hours to complete the required scope of work, escalations, and direct costs will be negotiated.

Staff recommends that the Commission approve and authorize the Executive Director to execute a Professional Services Agreement A20-0004 with WMH for a negotiated amount, not-to-exceed \$22,500,000, to provide professional services for the PS&E and Construction Contract Documents phases.

Background

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the I-680 Southbound Express Lane Project from SR-84 to Alcosta Boulevard (PN 1490.001) which passes through the community of Sunol and the cities of Dublin and Pleasanton. The project is in the 2014 Transportation Expenditure Plan (TEP No. 35) and proposes to construct a 10-mile segment in southbound direction to complete the Express Lane Network through Alameda County. With the completion of this 10-mile segment, the I-680 corridor would have over 48 miles of continuous southbound express lane facilities, unlocking widespread benefits such as improved interregional traffic operations, improved efficiency of the transportation system on I-680 between SR-237 and SR-84 to accommodate current and future traffic demand, improved travel time and travel reliability for all users, including High Occupancy Vehicle and transit users, and optimization of freeway system management and traffic operations.

On July 18, 2019 the Alameda CTC Commission approved the necessary actions to advertise a RFP to procure a consultant to prepare Plans, Specifications, and Estimate and Construction Contract Documents for the I-680 Southbound Express Lane Project from SR 84 to Alcosta Boulevard. The Commission also allocated a total of \$22.5 million to deliver this phase of the project, consisting of \$12.5 million in Measure BB funds along with \$10 million of unencumbered Measure BB contingency funds previously allocated to the I-680 Sunol Express Lanes (Phase 1) project.

In August 2019, the RFP R20-0002 was released for professional services for PS&E and Construction Contract Documents phases. A pre-proposal meeting was held on August 26, 2019 and was attended by 17 firms. Alameda CTC received one proposal on September 9, 2019 from WMH.

As this RFP relates to work being coordinated with a Caltrans State Highway Operation and Protection Program (SHOPP) project, it is vital to avoid a delay in the schedule. Re-advertising this procurement would have a negative impact on the project schedule and likely cause Caltrans to abandon the combined project.

An independent selection panel composed of representatives from the City of Pleasanton and Alameda CTC reviewed the proposal and after finding WMH as responsive and qualified to complete the required scope of work recommended foregoing interviews and proceeding with negotiations.

Based upon the review of WMH's cost proposal, Alameda CTC's independent cost estimate, and discussions with WMH Corporation, a fee is being negotiated to provide the services necessary to complete the required scope of work for the PS&E and Construction Contract Documents phases of the project, for an amount not to exceed \$22.5 million. Staff anticipates that a contract will be ready for execution no later than December 2019.

WMH is a well-established small local firm, and its team is comprised of several certified local and small local firms and is expected to meet the Alameda CTC Local Business Contract

Equity goals of 70% Local Business Enterprise and 30% Small Local Business Enterprise for the contract.

Staff recommends that the Commission approve and authorize the Executive Director to execute a Professional Services Agreement A20-0004 with WMH for a negotiated amount, not-to-exceed \$22,500,000, to provide services to complete the Plans, Specifications, and Estimate and prepare Construction Contract Documents phases.

Levine Act Statement: The WMH Corporation Team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The action will authorize the encumbrance of up to \$22,500,000 in previously allocated project funds for subsequent expenditure. This amount is included in the appropriate project funding plans, and will be budgeted into the appropriate Alameda CTC Capital Program Budget updates.

Attachment:

- A. The I-680 Express Lanes Project from SR-84 to Alcosta Boulevard Fact Sheet

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I-680 Express Lanes from SR-84 to Alcosta Boulevard ^{6.14A}

MAY 2019

PROJECT OVERVIEW

The Interstate 680 (I-680) Express Lanes from State Route (SR) 84 to Alcosta Boulevard Project will close the gap between existing and in-progress high-occupancy vehicle (HOV)/express lane projects directly to the north and south. The project extends for approximately nine miles on northbound and southbound I-680 through Sunol, Pleasanton, Dublin and San Ramon.

The Alameda County Transportation Commission (Alameda CTC) has started environmental and preliminary engineering studies for the project. An environmental document is planned for public circulation in late 2019. Potential project phasing options will be determined based on the traffic analysis and future funding availability.

Concurrent projects in the area include:

- [SR 84 Widening \(Pigeon Pass to I-680\) and SR 84/I-680 Interchange Improvements](#)
- [I-680 Sunol Express Lanes \(Phase 1\)](#)

PROJECT NEED

- Planned and existing express lanes from SR-84 to SR-237 and from Alcosta Boulevard to Walnut Creek will leave a nine-mile gap in the express lane network between SR-84 and Alcosta Boulevard.
- Heavy commute traffic to and from Silicon Valley, especially in the morning peak period, results in traffic congestion for approximately 10 hours each day.



PROJECT BENEFITS

- Increases the efficiency of the transportation system on I-680 between SR-84 and Alcosta Boulevard to accommodate current and future traffic demand
- Improves travel time and travel reliability for all users, including HOV and transit users
- Optimizes freeway system management and traffic operations



I-680 northbound approaching the Calaveras Road off-ramp.



I-680 northbound approaching the SR-84 off-ramp in Sunol.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Preliminary Engineering/Environmental (PE-ENV)

- Project Study Report-Project Delivery Support (PSR-PDS) was approved in September 2018.

PARTNERS AND STAKEHOLDERS

California Department of Transportation, Alameda CTC, the Federal Highway Administration, Alameda County, Contra Costa County, the community of Sunol and the cities of Dublin, Pleasanton and San Ramon

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

COST ESTIMATE BY PHASE (\$ X 1,000)

Planning/Scoping	\$1,000
PE/Environmental	\$6,500
Final Design (PS&E)	\$27,000
Right-of-Way	\$10,500
Construction	\$435,000
Total Cost Estimate¹	\$480,000

¹Cost estimate assumes construction occurs in two phases.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$20,000
Federal	TBD
State	TBD
Local	TBD
TBD	\$460,000
Total Revenues	\$480,000

SCHEDULE BY PHASE

	Begin	End
Scoping (PSR-PDS)	Fall 2017	Fall 2018
Preliminary Engineering/ Environmental (PE-ENV)	Fall 2018	Fall 2020
Final Design	Summer 2020	Fall 2022
Right-of-Way	Summer 2020	Fall 2022
Construction	Spring 2023	Fall 2026

Note: The project delivery schedule subsequent to PE-ENV is contingent upon funding availability.



Memorandum

6.15

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 17, 2019

TO: Alameda County Transportation Commission

FROM: Trinity Nguyen, Director of Project Delivery

SUBJECT: Global Opportunities at the Port of Oakland Project (GoPort) (PN 1442000): Approve Project Actions for the Construction Phase of the Freight Intelligent Transportation Systems Component of the GoPort Project

Recommendation

It is recommended that the Commission approve the following actions related to the Freight Intelligent Transportation System (FITS) Project:

1. Authorize the Executive Director to award and execute a contract with the lowest responsive and responsible bidder, Aldridge Electric, Inc. (Aldridge) in the amount of \$14,218,994.50 for Package No. 3 - Port of Oakland - FITS, a component of the GoPort FITS Project; and
2. Authorize the Executive Director to execute Contract Amendment No. 2 to the Professional Services Agreement No. A17-0004 with Jacobs Engineering Group, Inc. (Jacobs) for design support during construction (DSDC) and support through FITS Project completion and a 2 ½-year time extension (no additional budget is associated with this action).

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the GoPort Project which includes a program of projects to improve truck and rail access to the Port of Oakland (Port), one of the nation's most vital seaports. GoPort consists of three primary project components, namely: FITS, 7th Street Grade Separation East (7SGSE), and 7th Street Grade Separation West (7SGSW). This program of major capital projects will substantially improve the safety, efficiency and reliability of truck and rail access to the Oakland Port Complex. It will greatly reduce shipping costs and improve the competitiveness of the Port and also generate benefits that extend beyond the Port area, such as reduced regional congestion and emissions and substantial job

creation. It will also provide critical bicycle and pedestrian connectivity to the Bay Trail system.

In July 2016, Alameda CTC retained Jacobs to provide preliminary engineering and environmental services with optional final design/plans, specifications and estimate (PS&E) for the GoPort Project. In January 2018, the Commission approved the authorization to exercise the optional PS&E work for the 7SGSW, FITS, and advancing Port Utility Relocation efforts for the overall GoPort Project. This item is focused on the status of the FITS Project and the actions required to begin the construction phase of the project. The FITS Project and schedule details are provided in Attachment A: FITS Project Fact Sheet.

The cost of the FITS Project is \$34.4 million and Alameda CTC and the Port of Oakland have successfully competed and collectively received \$24.0 million in external funding. Alameda CTC leveraged Measure BB funds to secure \$9.7 million in federal funding from the Federal Highway Administration (FHWA) under the Fiscal Year (FY) 2017 Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Program and \$12.4 million in state funding from the California Transportation Commission (CTC) under the 2018 Trade Corridor Enhancement Program (TCEP) established under Senate Bill 1 (SB 1). Additionally, the Port was awarded \$1.8 million from the U.S. Department of Homeland Security – Federal Emergency Management Agency (FEMA) under the FY 2017 Port Security Grant Program (PSGP).

The FITS Project is being delivered as multiple contract packages due to funding requirement constraints, type of work and resource availability. The FITS project delivery strategy is summarized in Table A.

Alameda CTC advertised Contract No. R19-0006 for Package No. 3 - Port of Oakland – FITS on June 20, 2019. A total of five bids were received on August 27, 2019, ranging between \$14.2- \$23.9 million. Aldridge was identified as the apparent lowest responsive and responsible bidder in the amount of \$14,218,994.50 which is approximately \$0.5 million (3.3 percent) lower than the Engineer's Estimate of \$14.7 million. Two bid protests were received by the bid protest deadline of September 23, 2019, and evaluated by staff and legal counsel. Staff concluded that there was no basis to disqualify the bids in question and bidders were notified that Alameda CTC reaffirmed its recommendation to award the contract to Aldridge as the lowest responsive and responsible bidder. No objection to staff's recommendation was submitted by any participating bidder. In accordance with Alameda CTC's bid protest procedure and Construction Management Administration Guide, staff is recommending the Commission award Package No. 3 to Aldridge as the lowest responsive bidder.

During the construction phase, Jacobs, as the Engineer of Record (EOR), will be required to provide DSDC for all FITS construction packages, be available for transition support to the system integration team, and prepare the final as-built plans. The estimated cost for this effort is \$1.0 million and budget is available within the existing contract to perform this work. All components of the FITS Project are anticipated to be completed by December

31, 2022. The recommended action would authorize Jacobs to provide these additional design support services through FITS Project completion and a 2 ½-year time extension. Table C summarizes the contract actions related to Agreement No. A17-0004.

Background

Over the past decade, significant state, local and private-sector investments have been made as part of the redevelopment of the Oakland Army Base to modernize and expand rail facilities, warehousing, and transloading facilities to support the on-going productivity and efficiency of the Port as one of the top ten busiest container ports in the nation, handling 99 percent of regional containerized goods in Northern California. In addition, the Port of Oakland is a major export port in the United States, supporting a balance of imports and exports.

As a critical global gateway providing access to the Pacific Rim, the Port has significant infrastructure deficiencies that, if not addressed, will limit the economic competitiveness of the Port. The Port's roadway network is greatly strained by arrivals of increasingly large ocean liners. Significant truck traffic congestion and idling lead to shipping delays, increased emissions, and unsafe truck maneuvers. In addition, the Port lacks integrated traffic management capabilities to respond to incidents or implement operational strategies.

Alameda CTC, in cooperation with the Port proposes to construct a package of landside transportation improvements within the Port, which are critical to the San Francisco Bay regional economy. These three independent, inter-related and synergistic projects to improve truck and rail access to the Oakland Port Complex are summarized below and is the basis of the GoPort Project.

- **FITS** – A suite of demonstration technology projects along West Grand Avenue, Maritime Street, 7th Street, Middle Harbor Road, Adeline Street, and Embarcadero West that are intended to improve truck traffic flows, increase the efficiency of goods movement operations, and enhance the safety and incident response capabilities throughout the seaport.
- **7th Street Grade Separation Project** –
 - **7SGSE**: Replace existing railroad underpass between I - 880 and Maritime Street to increase clearance for trucks and improve the current shared pedestrian / bicycle pathway.
 - **7SGSW**: Realign and grade separate the intersection near 7th Street and Maritime Street and construct a rail connection underneath to improve the intermodal access and minimize conflicts between rail, vehicles, pedestrians, and bicyclists.

In July 2016, Alameda CTC awarded a contract to Jacobs after undergoing a competitive procurement process, to provide preliminary engineering and environmental services with optional PS&E for the GoPort Project. In January 2018, the Commission approved the authorization to exercise the optional PS&E work and for Jacobs to proceed with PS&E for the 7SGSW and FITS components, and advancing the Port Utility Relocation for the overall GoPort Project as a separate project. Budget for the associated

construction phase work was deferred until such time that the components were in a position to be advertised and construction phase funding was authorized. The PS&E for the 7SGSE component would be procured under a separate contract which was ultimately awarded to HDR Engineering, Inc.

The FITS Project was planned as the first component of the GoPort project to begin construction. Implementing the advanced technology aspects of the FITS Project will effectively manage traffic throughout the seaport area and will be integral to managing traffic during construction of the 7SGSE and 7SGSW components. The FITS Project will reduce congestion, queuing and truck idling by providing real time information to trucks and other vehicles entering the Port and reducing conflicts at the signals and rail crossings. Real time data also enables users to find available heavy-duty truck parking at designated spots rather than idling and queueing on the streets, search for alternative routes to enter/exit the Port and avoid delays due to at-grade crossings or any traffic incidents.

In cooperation with the Port, the FITS delivery strategy was determined by funding requirement constraints, type of work, and maximizing resource availability. The current delivery strategy anticipates four construction packages, as shown in Table A, to implement the FITS Project based upon the anticipated funding timing and match requirements.

In January 2019, the Commission authorized the release of the FITS construction phase contracts. Construction funding was authorized by CTC and FHWA in May 2019 and July 2019, respectively. The Port advertised Package No. 1 (TMC/EOC) and Package No. 2 (RFID) in April 2019 and bids were opened in mid-June 2019. On September 26, 2019, FEMA granted permission to remove Package No. 2 (RFID) from its grant and apply all funds towards Package No. 1 (TMC/EOC). Port anticipates to award Package No. 1 (TMC/EOC) at its Board meeting on October 24, 2019. Discussions are underway with Caltrans and FHWA on the best course of action for the implementation of Package No. 2, including reduction of scope elements that will not impact the overall functionality of the FITS Project and/or options to repackage the contract.

<u>Table A: Construction Contract Package</u>	Implementing Agency
Package No. 1: Joint Traffic Management Center /Emergency Operation Center (TMC/EOC)	Port of Oakland
Package No. 2: Radio Frequency Identification Device (RFID)	Port of Oakland Alameda CTC (9/26/2019)
Package No. 3: Port of Oakland – FITS	Alameda CTC
Package No. 4: System Integration/GoPort Application/Smart Parking System	Alameda CTC

Alameda CTC is responsible to advertise, award, and administer Package No. 3: Port of Oakland – FITS which was advertised on June 20, 2019 as Contract No. R19-0006. A pre-bid meeting was held on July 9, 2019, and eight prime contractors were represented. On August 27, 2019, Alameda CTC received a total of five bids as follows:

Table B: Bid Summary R19-0006		
Bidder No.	Company	Bid Amount
1	Aldridge Electric, Inc.	\$14,218,994.50
2	St. Francis Electric, LLC	\$23,702,551.00
3	Crosstown Electrical & Data, Inc.	\$18,599,392.00
4	Rosendin Electric, Inc.	\$23,865,317.21
5	Tennyson Electric, Inc.	\$21,679,511.50

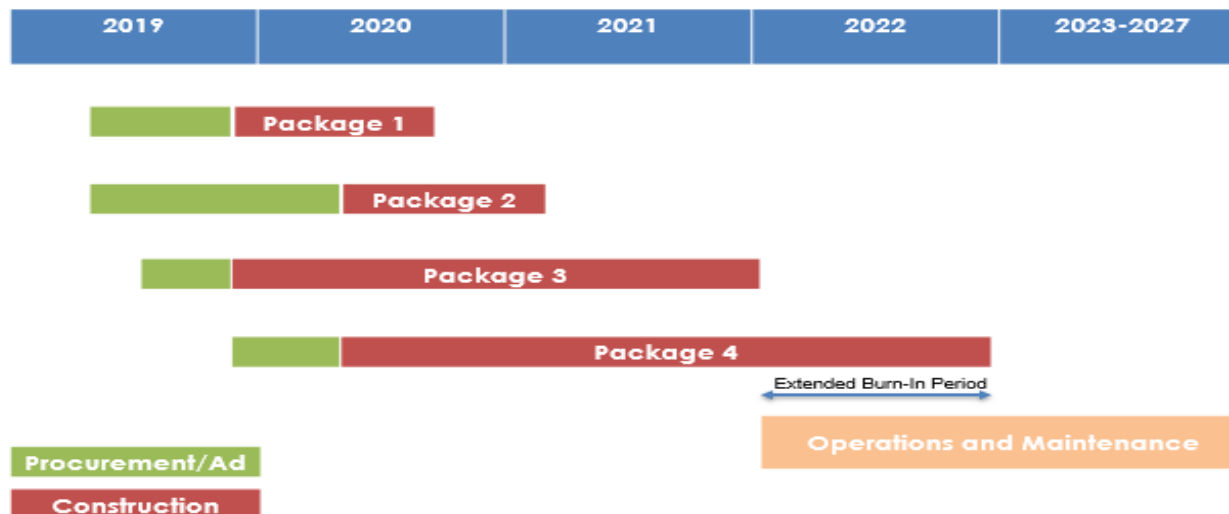
Aldridge was identified as the apparent lowest responsive and responsible bidder at \$14,218,994.50, which is approximately \$0.5 million (3.3 percent) lower than the Engineer's Estimate of \$14.7 million. Two bid protests were received by the bid protest deadline of September 23, 2019 and evaluated by staff and legal counsel. Staff concluded that there was no basis to disqualify the bids in question and bidders were notified that Alameda CTC reaffirmed its recommendation to award the contract to Aldridge as the lowest responsive and responsible bidder. No objection to staff's recommendation was submitted by any participating bidder by the 4:00 p.m. September 27, 2019 deadline. In accordance with Alameda CTC's bid protest procedure and Construction Management Administration Guide, staff is recommending the Commission award Package No. 3 to Aldridge as the lowest responsive bidder.

The resulting contract is funded from a combination of federal and state funds and has a contract Disadvantaged Business Enterprise (DBE) goal of 14.0%. Aldridge, with offices in Livermore, has made a DBE contract commitment of 9.8%. Aldridge's DBE and Good Faith Effort (GFE) evaluation report was submitted to the Caltrans Office of Business & Economic Opportunity for review and concurrence. On September 24, 2019, Caltrans concurred that Aldridge demonstrated adequate GFE to meet the DBE contract goal of 14.0%.

During the construction phase, Jacobs' services as the EOR will be required to provide DSDC for all FITS construction packages including timely responses to requests for information and preparation of contract change orders. Jacobs will also be needed to provide transition support for the system integration team and upon completion of the project, prepare the final as-built plans. The estimated cost for this effort is \$1.0 million and is proposed to be funded from existing tasks under Jacobs' contract related to the Port Utility Relocation efforts. The Port Utility Relocation for the overall GoPort Project was originally planned as a separate project. Due to the timing of the funding received, there was sufficient time to incorporate the relocation work into the 7th Street Grade Separation Project. This has reduced the environmental and design costs associated with

advancing the Port Utility Relocation as an independent effort.

Figure 1: FITS Project Construction Phase Schedule



As shown in Figure 1, all components of the FITS Project are anticipated to be completed by December 31, 2022, which includes a one-year extended burn-in period to ensure all technology elements are functioning as intended. The recommended action would authorize Jacobs to provide DSDC services through FITS Project completion and a 2 ½-year time extension. The amendment would be funded from previously allocated Measure BB funds. Table C summarizes the contract actions related to Agreement No. A17-0004.

Table C: Summary of Agreement No. A17-0004 with Jacobs			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with Jacobs (A17-0004) <i>Approved July 2016</i>	Preliminary engineering and environmental services	\$13,000,000	\$13,000,000
Amendment No. 1 <i>Approved January 2018</i>	Provide additional budget for final design services and a 2-year time extension to June 30, 2020	\$18,000,000	\$31,000,000
<i>Proposed Amendment No. 2 October 2019 (This Agenda Item)</i>	Provide DSDC and support through FITS program completion and a 2 ½-year time extension to December 31, 2022	\$0	\$31,000,000

Total Amended Contract Not-to-Exceed Amount	\$31,000,000
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Levine Act Statement: The Jacobs team and Aldridge did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The actions will authorize the encumbrance of \$14.2 million in state and federal funds for subsequent expenditure. This amount is included in the appropriate project funding plans, and upon approval, budget will be included in the Alameda CTC Adopted FY 2019-20 Capital Program Budget.

Attachment:

- A. Freight Intelligent Transportation System Project Fact Sheet

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GoPort Freight Intelligent Transportation System Project

6.15A

OCTOBER 2019

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in partnership with the City of Oakland and the Port of Oakland (Port), proposes to implement the Global Opportunities at the Port of Oakland (GoPort) Program, a package of landside transportation improvements within and near the Port. The Freight Intelligent Transportation System (FITS) project is a suite of demonstration information technology projects along West Grand Avenue, Maritime Street, 7th Street, Middle Harbor Road, Adeline Street, and Embarcadero West, that are intended to improve truck traffic flows, increase the efficiency of goods movement operations, and enhance the safety and incident response capabilities throughout the seaport.

The purpose of this project is aimed at traffic management and operations of arterial roadways in the Port environment and disseminating traveler information and data to users and stakeholders.

PROJECT NEED

- Support regional economic development and Port growth potential.
- Provide common platform to receive critical information on Port conditions, queue lengths, and incident alerts.
- Develop an ITS communication network that serves future needs
- Reduce truck idling that causes negative impacts to neighboring communities

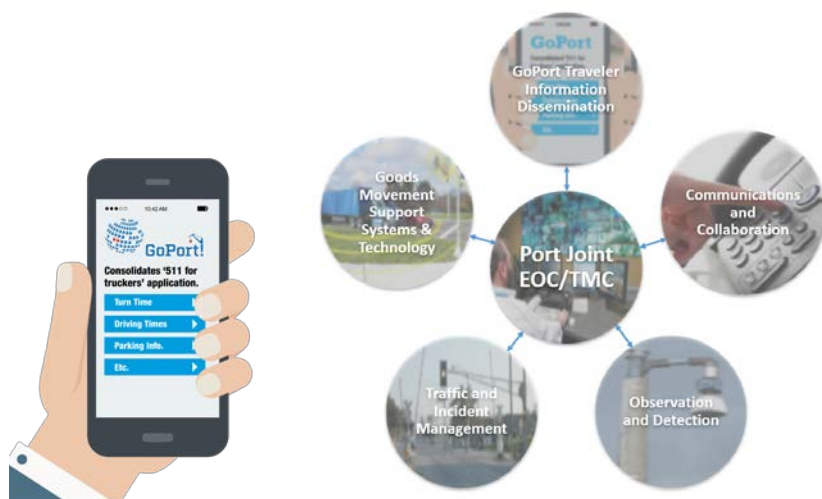


PROJECT BENEFITS

- Improves safety, efficiency and reliability of truck and rail access to the Oakland Port Complex
- Provides real-time traveler information to users
- Improves traffic and incident management within the Port, its terminals and access routes
- Reduces congestion, truck idling and related emissions
- Improves Port competitiveness



Congestion, bottlenecks, and trucks queuing at the Port of Oakland.



GoPort mobile application.

Freight ITS operations overview.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Construction

- California Environmental Quality Act (CEQA) clearance through the 2002 Oakland Army Base Environmental Impact Report (EIR) and the 2012 addendum.
- National Environmental Policy Act (NEPA) clearance through a Categorical Exclusion (CE) was completed on August 31, 2018.
- State and federal construction funds fully authorized in June 2019.

PARTNERS AND STAKEHOLDERS

City of Oakland, Port of Oakland, Federal Highway Administration, California Transportation Commission, California Department of Transportation, U.S. Department of Homeland Security and the Metropolitan Transportation Commission

COST ESTIMATE BY PHASE (\$ X 1,000)

PE/Environmental	\$2,500
Final Design (PS&E)	\$4,100
Construction	\$27,800
Total Expenditures	\$34,400

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$10,400
Federal (ATCMTD) ¹	\$9,720
Federal (PSGP) ²	\$1,824
State (SB 1 TCEP) ³	\$12,456
Total Revenues	\$34,400

¹ Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD).

² Port Security Grant Program (PSGP).

³ Senate Bill 1 Trade Corridor Enhancement Program (TCEP).

SCHEDULE BY PHASE

	Begin	End
PE/Environmental	Fall 2016	Summer 2018
Final Design	Fall 2018	Early 2019
Right-of-Way	Fall 2018	Early 2019
Construction	Fall 2019	Late 2021

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



Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 17, 2019

TO: Alameda County Transportation Commission

FROM: Tess Lengyel, Deputy Executive Director of Planning and Policy

SUBJECT: Receive an update and provide direction on potential regional transportation measure known as FASTER Bay Area

Recommendation

Receive an update on FASTER Bay Area, a potential November 2020 regional transportation measure to create a seamless Bay Area transit network, and provide feedback to staff on proposed project and program categories.

Summary

FASTER Bay Area, a coalition of Bay Area policy, government, business, transportation, and community leaders, is working throughout the Bay Area on development of a proposed November 2020 measure that could come before voters to fund major transportation investments. The proposal is aimed at transforming the current transportation system into a seamless transportation system that provides **F**reedom, **A**ffordability, **S**peed, **T**ransparency, **E**quity and **R**eliability (**FASTER**). FASTER was crafted on the principle that the Bay Area needs a large infusion of funding to achieve a seamless, reliable and easily accessible transit system. Attachment A includes a FASTER Bay Area fact sheet.

The goal of FASTER is to raise \$100 Billion in the first 40 years to develop a seamless a transit system. This investment would aim to provide more affordable transportation options, reduce climate pollution and improve access to jobs and increase economic opportunity Bay Area residents.

At the PPLC meeting, Commission members expressed an array of concerns over the funding source, timing, development process and equity of the current structure of the FASTER Bay Area approach as well as other transit priorities, including core capacity projects, bus facilities and zero emission vehicles. The Committee made a recommendation that the Alameda CTC Chair, Commissioner Valle, appoint a three-member committee of PPLC members to craft key points for incorporation into a letter with the concerns raised at the PPLC meeting to bring to the full Commission for its consideration in October. It is anticipated these key points will be a handout at the Commission meeting.

Background

In response to growing congestion and gridlock in the Bay Area, a coalition of organizations, primarily lead by the Bay Area Council, Silicon Valley Leadership Group and the San Francisco Bay Area Planning and Urban Research Association (SPUR), conducted surveys to understand what is important for Bay Area commuters regarding transportation improvements. These efforts were in part inspired by other agencies in the state and country that were able to raise significant revenues for mega transportation projects aimed at transformative changes in transportation systems efficiencies. In particular, the FASTER Bay Area coalition cites both Los Angeles County and Seattle, Washington, as areas that were able to garner public support for mega transportation measure. In 2016, Los Angeles County passed Measure M to raise \$123 Billion in the first 40 years to invest in their transportation system; this measure does not have a sunset clause. In the same year, Seattle passed a transportation measure raising an estimated \$53 Billion for transportation investments.

In May 2019, the FASTER Bay Area coalition provided an overview of their proposed approach to developing a 2020 measure that could be before voters at the Alameda CTC Commission retreat. Since that time, the coalition has been conducting outreach to Bay Area transportation agencies to share information about their refined approach to developing the measure, while also gathering information about transportation needs across the region. During September and October, the FASTER Bay Area coalition has been engaged in an outreach process to all nine counties, seeking input from transit professionals, elected officials and stakeholders. On October 3, a transportation forum was held at the Alameda CTC offices. Attachment B includes the PowerPoint presentation presented by FASTER Bay Area at that meeting. The following is a summary of the FASTER Bay Area project and program development approach, potential funding source and timeline, as well as the relationship to Alameda CTC projects and programs.

FASTER Bay Area Transportation Overview

The FASTER Bay Area approach is to develop a Regional Rapid Transit Network to create a seamless transit system for rail, buses and ferries and supportive projects and programs linking into the Network. The approach includes both upgrading existing transit lines and funding new transit lines through a dedicated funding stream coupled with policy changes to expedite delivery.

At this time, FASTER Bay Area is focusing on a framework of four broad funding categories and has not developed or released a specific project list. The categories and estimated funding amounts are as follows:

- 1) FASTER Rapid Transit Network Build Out & Operations (\$60-80 billion investment): This category would focus on upgrading existing services of current transit systems and to expand and operate new lines based on ridership and cost-effectiveness, as well as create a new 9-county Rapid Bus Network to serve the region's current and proposed express lane/carpool lane network. Implementation is proposed to focus on dividing

the region into commute sheds and guaranteeing minimum investments in those corridors while ensuring coverage throughout the Bay Area.

- 2) Connections to FASTER Rapid Transit Network (\$10-30 billion investment): This category focuses on developing dedicated lanes for local bus services that are connected to transit hubs and implementing connectivity through a complete network of bike and pedestrian facilities that connect to regional transit, jobs, schools and parks.
- 3) An Affordable and Seamless Network (\$12-15 billion investment). This category includes a combination of supporting means-based and student fares and establishing infrastructure and programs that support integrated fares and a seamless customer experience. This category is intended to support workforce development and long-term integrated service planning and coordination to support a seamless transit system.
- 4) Employer-funded Congestion Reduction Programs (employer funded; no cost as part of FASTER): This category is expected to be funded by large employers to reduce congestion and increase public transit ridership by providing their workers, including low- and moderate-wage employees and contractors, more options to get to work other than driving alone, including transit subsidies and reimbursements for using the FASTER Rapid Transit Network.

FASTER Bay area proposes to develop minimum standards for the Network and a prioritization approach for Network investments. Attachment B includes some of their proposed approaches to standards and prioritization.

Regional Governance

Regional governance of the FASTER Bay Area program has not been defined nor approved by any agency, nor has the responsible agency been defined for the funding mechanism (described below), although MTC has been identified as a most probable agency. The MTC Commission is expected to receive briefings and presentations on the FASTER Bay Area approach in October for the first time.

Potential FASTER Bay Area Funding Mechanism

Based upon the outcome of polling conducted by the Bay Area Council, FASTER Bay Area is proposed to be funded through a one cent region-wide sales tax to generate an estimated initial \$100 billion over 40 years to build the FASTER Bay Area Network. FASTER Bay Area notes both pros and cons for this funding mechanism as follows:

- Pros:
 - Use of proceeds are not restricted and straightforward tax that voters understand
 - The revenue is sufficient to fund a long-term strategic plan for capital improvements and operating budgets

- Bay Area employers contribute significantly in sales tax, with more than 35 percent of sales tax paid by businesses (roughly \$550 million annually from this measure)
- Sales taxes are not paid on three big expenses: housing, health care and groceries
- Cons:
 - Sales taxes are considered regressive by some tax experts who argue that that the tax incidence falls more on low-income individuals because those of lesser means generally spend a greater percentage of their income on taxable sales. To address this concern, FASTER Bay Area is proposing a low-income tax credit as part of the legislation that would authorize FASTER Bay Area
 - Other sales taxes may go to the same ballot, though it is not clear what the effects might be of having a regional and countywide tax on the same ballot

An independent oversight body is proposed to be created to ensure project implementation and delivery and fiduciary responsibility and to report regularly on investments, by category, including on actual ridership and cost-effectiveness of projects.

Process and Timeline

FASTER Bay Area is currently being considered for a November 2020 ballot measure. The following is the FASTER Bay Area development schedule:

- Spring/Summer 2019: Meetings with stakeholders from transportation, environment, equity, business, labor and elected leaders to shape a draft framework
- Sept/Oct: Release Draft Framework with Proposed Funding Categories
 - Presentations to transportation agencies and meetings with elected leaders
 - Collect feedback from all Bay Area counties with public forums and a public survey
 - Based on input define a draft framework with funding categories
 - Initiate a Technical Advisory Group of county and regional transportation agencies and public transit operators
 - Present the draft framework at MTC Commission in October
- Nov/Dec: Develop Final FASTER Framework and Legislative Proposal
 - Continue presenting to transportation agencies and operators, and engaging with elected officials and stakeholders
 - Incorporate information from MTC's Plan Bay Area 2050 project and scenario evaluation (to be released in November)
 - Further refine proposed programs and recommend funding levels
 - Refine policies to ensure the system is integrated at a regional scale and to expedite project delivery
 - Finalize proposed revenue mechanism
 - Second presentation to MTC (anticipated)

- Jan 2020: Legislature considers FASTER proposal. Legislation would authorize a regional entity, potentially MTC, to request/require counties to place it on the ballot
- Spring/Summer 2020: Regional entity considers whether to place on the ballot
- November 2020: FASTER Bay Area measure on the ballot for voters' consideration

Relationship to Alameda CTC Projects and Programs

Alameda CTC has many projects and programs that directly support the funding framework of FASTER Bay Area, including projects in our voter approved transportation sales tax measures and the identified transformative projects the Commission submitted into MTC's Horizon Transformative Projects Call for Projects late last year. Alameda CTC has been invited to be a participant on the FASTER Bay Area Technical Advisory Committee, which according to the schedule, will commence meeting this month. Staff proposes to advance the Transformative Projects submitted by the Commission to MTC last year and related capital projects in the 2014 TEP that support the framework. Staff seeks Commission feedback for staff to support as participants on the FASTER Bay Area TAC. The Transformative Projects categories and TEP capital projects related to the FASTER Bay Area Framework include the following:

- **Alameda County Rail Strategy:** The Alameda County Rail Strategy is a program of projects that would advance a more efficient and resilient freight and intercity rail system in Alameda County, including closing gaps in the rail system and improving passenger and freight efficiencies on shared rail corridors. This program supports expansion of passenger rail services in Southern Alameda County, including the Dumbarton Corridor, and infill stations, including Irvington BART station and others that support intermodal rail connections.
- **I-580 and I-680 Corridors Rail and Express Lanes:** The Project would implement passenger rail expansion and improvements in these corridors and a series of highway and express lane projects along the I-580 and I-680 corridors in Alameda County including complementary express bus services.
- **Alameda County Bus Rapid Network + Connected Vehicle Corridors:** The Project would create a Multimodal Connected Major Arterial Network in Alameda County through bus infrastructure; Connected Technology for Roadway infrastructure; Mobility Hubs and Electric vehicle infrastructure
- **Major Trails in Alameda County:** The proposed improvements include construction of three major trails, including closing gaps on the East Bay Greenway, Iron Horse Trail and Bay Trail, and implementation of a countywide connected trails network in all areas of the county.
- **Student Transit Pass Program:** The program would cover all middle and high schools that have transit service within one quarter mile of the school and provide free bus passes on youth Clipper cards to all interested students in participating districts.
- **Access Safe Routes to Schools:** The Program would implement infrastructure improvements at all K-12 public schools in Alameda County to build a true network of Safe Routes to School.

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

Attachments:

- A. FASTER Bay Area Flyer
- B. FASTER Bay Area PowerPoint Presentation to October 3 Alameda County Transportation Forum



FASTER Bay Area

A SEAMLESS TRANSPORTATION SYSTEM PROVIDING:
Freedom. **A**ffordability. **S**peed. **T**ransparency. **E**quity. **R**eliability.

In the Bay Area, our tight-knit communities are home to over seven million residents in nine counties and over 100 cities and towns. Despite our region's strong economy, our local transit network is outdated and falls short of the modern, world-class transportation system the Bay Area needs.

Unreliable Transit Networks Need Improvement

The Bay Area's transportation system was ahead of its time when it was first built, but improvements have not been made to keep services integrated over the past 50 years.

This leaves driving as the only option for many commuters — leading to congested roads and lives dominated by traffic. Bay Area residents should be able to travel across our region stress-free and without unpredictable travel times completely controlling our schedules. **We need a public transit network that is reliable, coordinated and easy-to-use.**





Building a Modern Transportation System

Today, a group of policy, government, business, transportation and community leaders is creating a plan to make the Bay Area's transportation system seamless, faster, reliable and predictable. Doing so can help provide more affordable transportation options, reduce climate pollution and improve access to jobs and economic opportunity for low- and middle-income residents. The types of strategies that will be evaluated for the measure include:

- ➔ Creating transit hubs around the region and connecting major cities by rail for frequent service and travel times of no more than 60 minutes between two points in the Bay Area's inner core
- ➔ Creating a modern transportation system that integrates traditional transit, cars and active transportation with the future of automated and connected vehicles
- ➔ Connecting rail around the Bay by linking and expanding BART, Caltrain, ACE, SMART, Amtrak and Capitol Corridor to make a fully integrated rail network
- ➔ Modernizing and repairing our current trains and buses to be faster, cleaner, safer and more reliable
- ➔ Building more public transit options in communities that are currently underserved
- ➔ Expanding rail, bus and ferry service networks to allow commuters to get out of their cars and connect local cities to regions outside the Bay Area, like Sacramento and the Central Valley
- ➔ Creating safe walking and biking paths to allow easier access to public transit
- ➔ Upgrading existing transit networks to reduce emissions and be more environmentally friendly

Creating a FASTER Bay Area

For more information about the plan to revolutionize transportation in the Bay Area, please contact info@FASTERBayArea.org.

A FASTER Bay Area

A seamless public transportation network

Freedom

Affordability

Speed

Transparency

Equity

Reliability



1

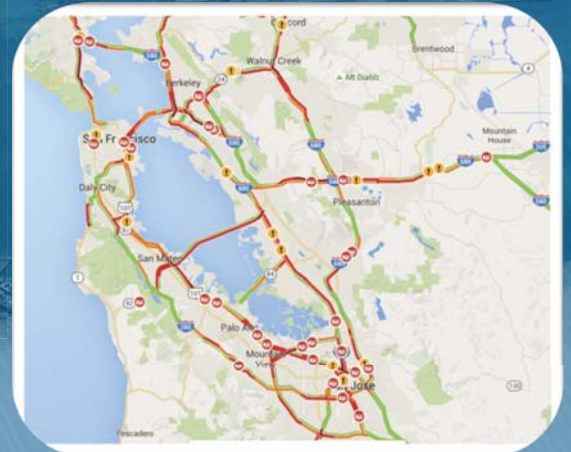
Bay Area congestion is worse than ever and won't improve without a plan and major investments.

Bay Area traffic delays are now second worst in the nation, crippling the Bay Area economy and degrading our quality of life.

In 2017, the average commuter **wasted** 103 hours in traffic delays -- the equivalent of 2.5 weeks of work.

In that same year, the Bay Area experienced over \$4 billion in lost productivity and burned an extra 95 million gallons of gas due to traffic delays.

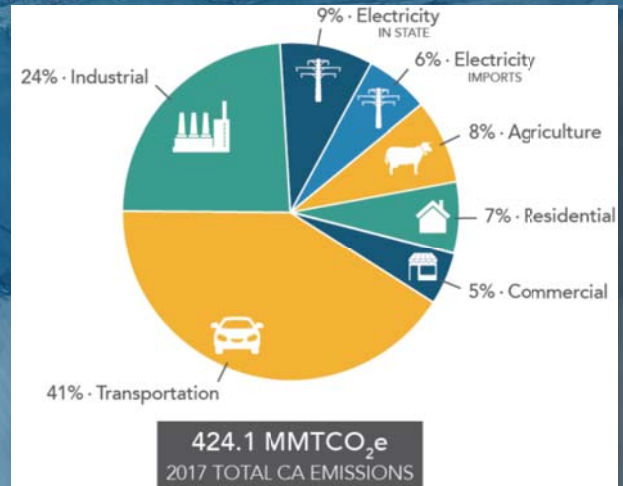
46% of respondents to a recent Bay Area Council poll stated they are considering leaving the region altogether.



Climate change poses an existential threat to our economy, health and quality of life.



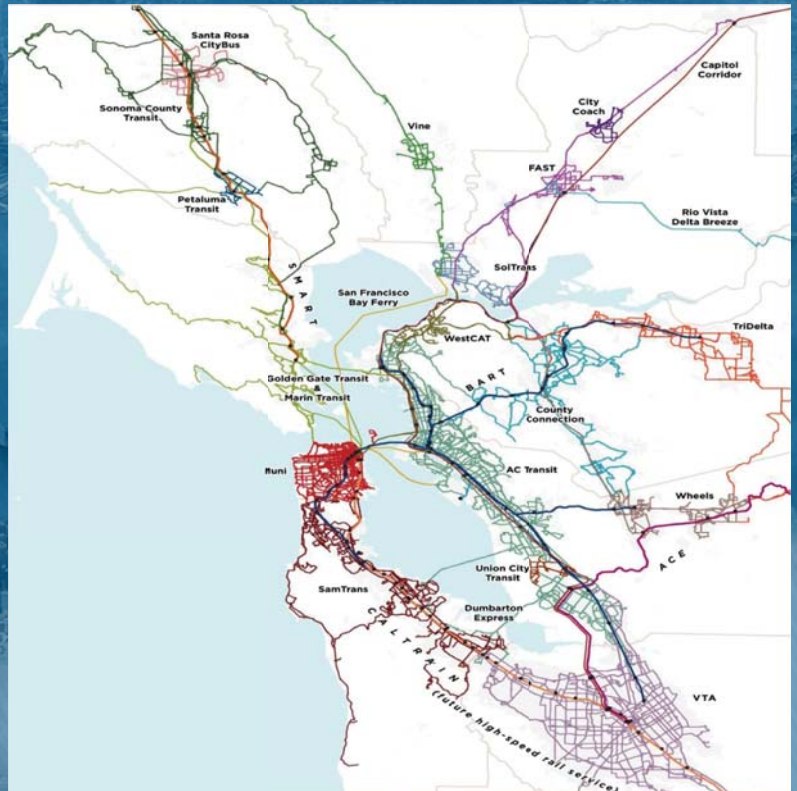
Transportation is the largest source of California's emissions (over 40%) and transportation emissions are still growing.



Public transportation could be a big part of the solution to all of these problems but our system evolved over time to include 27 different operators. It is **fragmented and confusing** and deters many people from riding.

Even worse, **public transit is not always frequent or reliable** as rail systems age and buses slow down in growing traffic congestion.

The result: too many commuters choose to drive instead of taking public transit, **making traffic and pollution even worse.**



In 2016, LA and Seattle voted for major investments to transform their transportation systems.

**VOTERS APPROVE
SOUND TRANSIT 3**



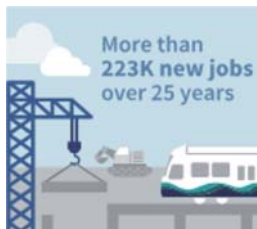
- Rigorous independent oversight
- Demanding internal cost and project controls



More mass transit for a growing region

RIISING CONGESTION

+800,000 people



The Future is FASTER



Today, a group of Bay Area policy, government, business, transportation and community leaders is creating a plan to make the future FASTER.

FASTER will be the Bay Area's first Regional Rapid Transit Network, knitting together rails, buses and ferries.

The FASTER Regional Rapid Transit Network will be a **combination of upgraded existing transit lines and new transit lines**.

FASTER will be delivered through a combination of dedicated funding for **major transit investment and policy changes**.

FASTER is not a new operator, but **creates, connects and brands a Bay Area-wide Rapid Transit Network from existing operators** that enables a connected and coordinated journey.

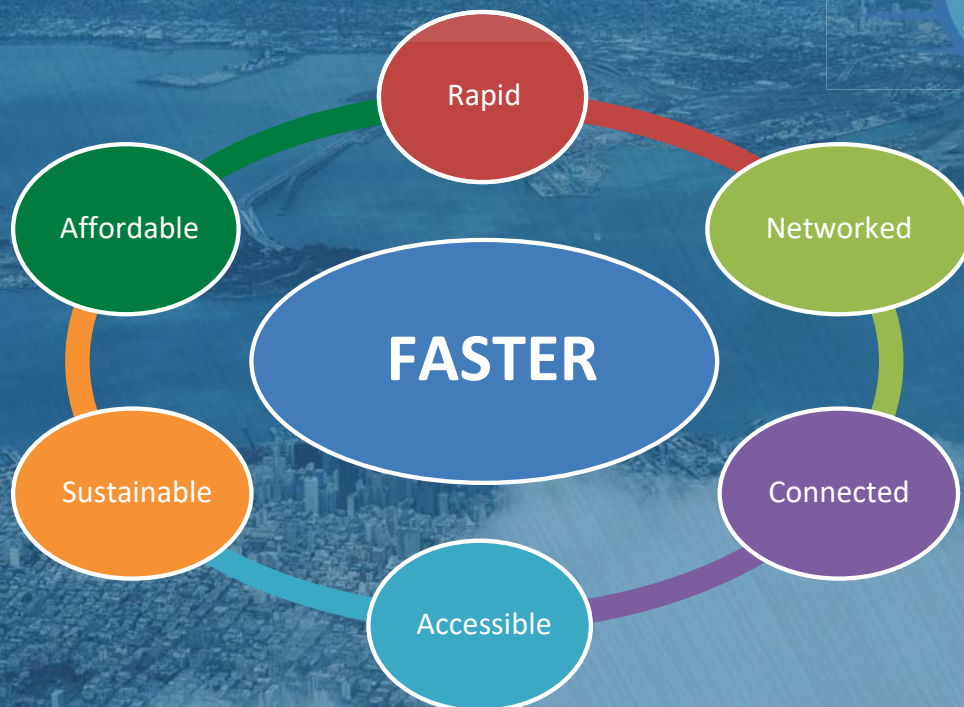
The Future is FASTER



With FASTER:

- It won't take you so long to get where you need to go
- You'll be free from schedules and waiting, from uncoordinated transfers and confusing fares
- You won't have to worry about missing a train or bus, as they will come frequently and be coordinated
- If you still choose to drive, there will be less congestion because of investments in FASTER

FASTER's Guiding Principles





The Future is FASTER

The need for a regional, seamless transit network is greater than ever. The FASTER framework that follows is based on over 200 meetings with:

- local governments and elected officials
- transportation and transit agencies
- transportation engineers and experts
- equity, environmental, labor and community groups

FASTER Bay Area wants you to weigh in on this too.



How do we get there?

Four Primary Categories of Funding Dedicated to Transit and Policy Change:

- 1: FASTER Rapid Transit Network Build Out & Operations
(\$60-80bn investment)
- 2: Connections to FASTER Rapid Transit Network
(\$10-30bn investment)
- 3: An Affordable and Seamless Network
(\$12-15bn investment)
- 4: Employer-funded Congestion Reduction Programs
(\$30b, no cost to FASTER)



1: FASTER Rapid Transit Network Build Out & Operations

- **Upgrade existing service** to FASTER standards (e.g., BART, Caltrain, SMART, Golden Gate, VTA, ferries), expand and operate new FASTER lines based on ridership and cost-effectiveness.
- **Create a new 9-county Rapid Bus Network** to run on the emerging express and carpool lane system. Fund hub stations and critical express lane gaps to ensure fast, reliable trips for commuters across the region.
- **Ensure FASTER serves the entire Bay Area**, by dividing region into significant commute sheds and guaranteeing minimum investments in those corridors.



2: Connections to FASTER Rapid Transit Network

Local Transit: Service is fully out of traffic in dedicated lanes or otherwise prioritized to be competitive with driving. Seamlessly connected to FASTER hub stations. Return to Source.

Local & Regional Active Transportation: Complete, connected bike, pedestrian networks, prioritized for connections to regional transit, jobs, schools and parks. Mostly Return to Source.

Regional Transportation Innovation: Take advantage of new and emerging technologies to increase access to the FASTER network.



3: An Affordable and Seamless Network

- Low-income sales tax credit
- Means-based & student fares
- Funding for integrated fares & seamless customer experience
- Funding for construction and operations workforce development
- A Project Delivery & Operations Excellence Center
- Long-term service planning and coordination to ensure the FASTER Network operates as a single, seamless system



Potential: Mandated Large Employer-funded Congestion Reduction Programs

\$30 Billion

Large employers reduce congestion and grow public transit ridership by providing their workers, including low- and moderate-wage employees and contractors, better options to get to work other than by driving alone including transit subsidies/reimbursements on the FASTER Rapid Transit Network.



Potential Min. Standards for FASTER Network Investments

- Rapid = frequencies of 12 minutes or less in most places. Investments need travel time faster than solo driving (during peaks).
- Networked = synched scheduling and short wait times; shared hub stations; uniform fare system, FASTER branded wayfinding.
- Reliable = Out of traffic (or prioritized over it).
- Sustainable = Zero-emission by 2025, reduce driving (total vehicle miles travelled), sea level rise-ready.
- Fully Funded = Funding for transit operations, from FASTER and other known funds, is identified before funding for construction.
- Connects to growing dense and transit-oriented population centers, major transit-oriented job centers, and major transit-oriented education or healthcare institutions
- Adoption of best-practice on project delivery / operations excellence



Potential Policy Changes

Project Delivery Supercharging, including:

- Transit & express lane projects
- Procurement reform
- Reform of entitlements & approval processes
- Pooling construction expertise, resources and authorities

Regional Coordination, including:

- More coordinated transit planning and operations
- Seamlessly connected and operated express lanes and FASTER Network

Employer Congestion Reduction Investments

Low-Income Sales Tax Credit (LISTC)



Proposed Funding Mechanism

Based on our research, the One Cent Sales Tax generated substantial funding, has the flexibility to fund operations, is politically viable, and is a funding source that has historically garnered broad support for transportation investments in the Bay Area.

It is expected to generate \$100.6 billion over 40 years.



Proposed Funding Mechanism

Pros:

- Use of proceeds are not restricted and straightforward tax that voters understand
- The revenue is sufficient to fund a long-term strategic plan for capital improvements and operating budgets
- Bay Area employers contribute significantly in sales tax, with more than 35 percent of sales tax paid by businesses (roughly \$550 million annually from this measure)
- Sales taxes are not paid on three big expenses: housing, health care and groceries

Cons:

- Regressive
- Other sales taxes may go to the same ballot, though it is not clear what the impact would be



Sales Tax Mitigation Options

To address regressive nature of sales tax revenue source and encourage business participation in the solution, FASTER Bay Area is exploring the following options:

Low income tax rebate program

Means based transit discounts

Traffic Demand Management (TDM): Employer funded and executed programs to reduce car commutes and incentivize public transit, including for low- and middle-income workers and contractors.



Potential Oversight Mechanisms:



Independent oversight body created to rigorously check on implementation and project delivery, finance, etc.

Annual reports on investments, by category, including on actual ridership and cost-effectiveness of projects.



Process and Next Steps



Process and Timeline

Spring/Summer 2019: Over 200 meetings with stakeholders from transportation, environment, equity, business, labor and elected leaders to shape a draft framework

Sept/Oct: Release Draft Framework with Proposed Funding Categories

- Presentations to transportation agencies and meetings with elected leaders
- Collect feedback from all Bay Area counties with public forums and a public survey
- Based on input define a draft framework with funding categories
- Initiate a Technical Advisory Group of county and regional transportation agencies and public transit operators
- Present the draft framework at MTC Commission on October 23

Process and Timeline



Nov/Dec: Develop Final FASTER Framework and Legislative Proposal

- Continue presenting to transportation agencies and operators, and engaging with elected officials and stakeholders
- Incorporate information from MTC's Plan Bay Area 2050 project and scenario evaluation (to be released in November)
- Further refine proposed programs and recommend funding levels
- Refine policies to ensure the system is integrated at a regional scale and to expedite project delivery
- Finalize proposed revenue mechanism
- Second presentation to MTC (anticipated)

Jan 2020: Legislature considers FASTER proposal. Legislation would authorize a regional entity, likely MTC, to place it on the ballot

Spring/Summer 2020: Regional Entity considers whether to place on the ballot

November 2020: Voters in the nine Bay Area counties vote for transformational change to our regional transit system.

Join Us!



Do you have ideas or want to support this effort?

Learn more and take our survey at www.FASTERBayArea.org

Contact us at Info@FASTERBayArea.org

Thank you!



Memorandum

9.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 17, 2019

TO: Alameda County Transportation Commission

FROM: Gary Huisingsh, Deputy Executive Director of Projects

SUBJECT: Alameda CTC Capital Program Update

Recommendation

This item is to provide the Commission with an update on Alameda CTC Capital Program. This item is for information only.

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 Alameda CTC is currently managing 19 capital projects that span various stages of delivery including, Scoping, Preliminary Engineering/Environmental, Design, and Construction. The estimated cost to deliver this Capital Program is estimated at \$3.5 billion. Alameda CTC performs direct Project Management (PM) and delivery for these projects, which require multi-jurisdictional coordination and/or have significant regional impact. Additionally, Alameda CTC provides project management oversight (PMO) for named capital projects implemented by jurisdictions within Alameda County and for projects that are selected to receive grants.

The 2014 Transportation Expenditure Plan (TEP) includes 23 named categorical listing of investments with a Measure BB commitment value of approximately \$1.5 billion. These investments include a range of defined capital improvement projects such as Irvington BART, I-80 Gillman Interchange, I-680 Express Lanes that are both delivered by Alameda

CTC as well as other implementing agencies. The TEP's named categorical list also includes several project investments built into the TEP categorical listings such as I-880 Local Access and Safety Improvements Program, I-580 Interchange improvement Program, and Oakland Broadway Corridor Transit Category to provide a more robust range on other local investments that are being delivered through the voter approved expenditure plan. In total the 2014 TEP named projects have resulted in the implementation of 33 individual projects. While Alameda CTC is currently responsible for the project management and implementation of 15 of these 23 named categories of investments, the remaining 8 named projects are being implemented and delivered by cities and/or other local agencies.

In addition, the TEP also includes Discretionary Capital program funds which have resulted in approximately 58 projects with a commitment value of approximately \$1.2 billion dollars. Some of these investments include the San Pablo (SR-123) Multimodal corridor project, City of Fremont's West Side Access Bridge project, Alameda County's Hesperian Boulevard project, Dublin Boulevard extension and GOPort projects.

All these capital projects are anticipated to be completed within approximately 15 years (Year 2035)


The following Alameda CTC projects will be highlighted in a presentation by staff:

- I-80 Gilman Interchange Improvements
- I-80 Ashby Interchange Improvements
- San Pablo (SR 123) Multi-modal Corridor
- Oakland/Alameda Access (I-880 Broadway-Jackson)
- GOPort Program
- I-580 Design Alternatives Assessment (DAA)
- I-880 Interchanges (Winton Avenue and A Street) Improvements
- I-880 Interchanges (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West) Improvements
- East Bay Greenway – Lake Merritt BART to S. Hayward BART
- East 14th St/Mission and Fremont Blvd Multi-modal Corridor
- Rail Safety Enhancement Program
- State Route 262 (Mission Boulevard) Connector
- SR 84 Widening from south of Ruby Hill Drive to I-680 and SR 84/I-680 Interchange Improvements
- I-680 Express Lanes from SR84 to Alcosta Blvd
- Dublin Boulevard Extension

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

Attachment:

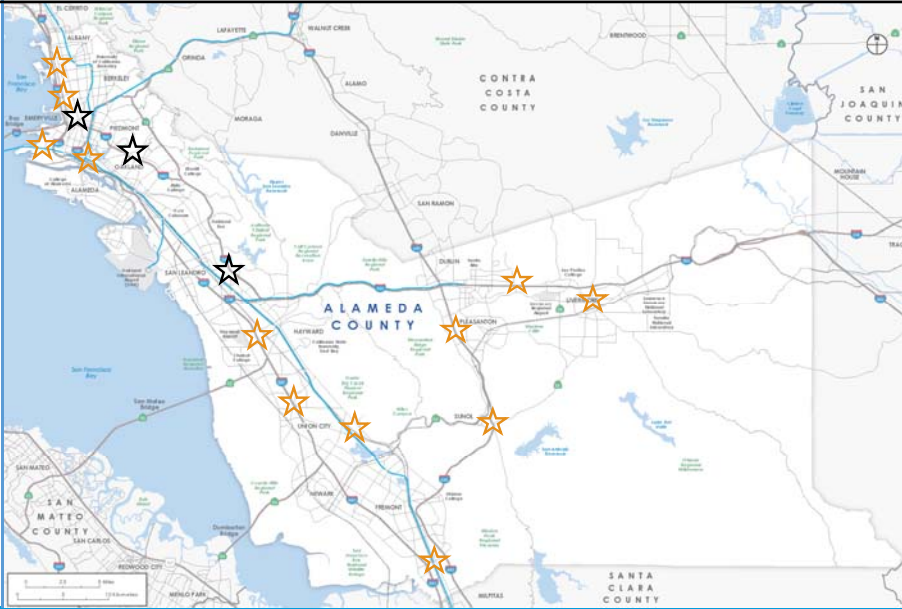
- A. Capital Program Update presentation



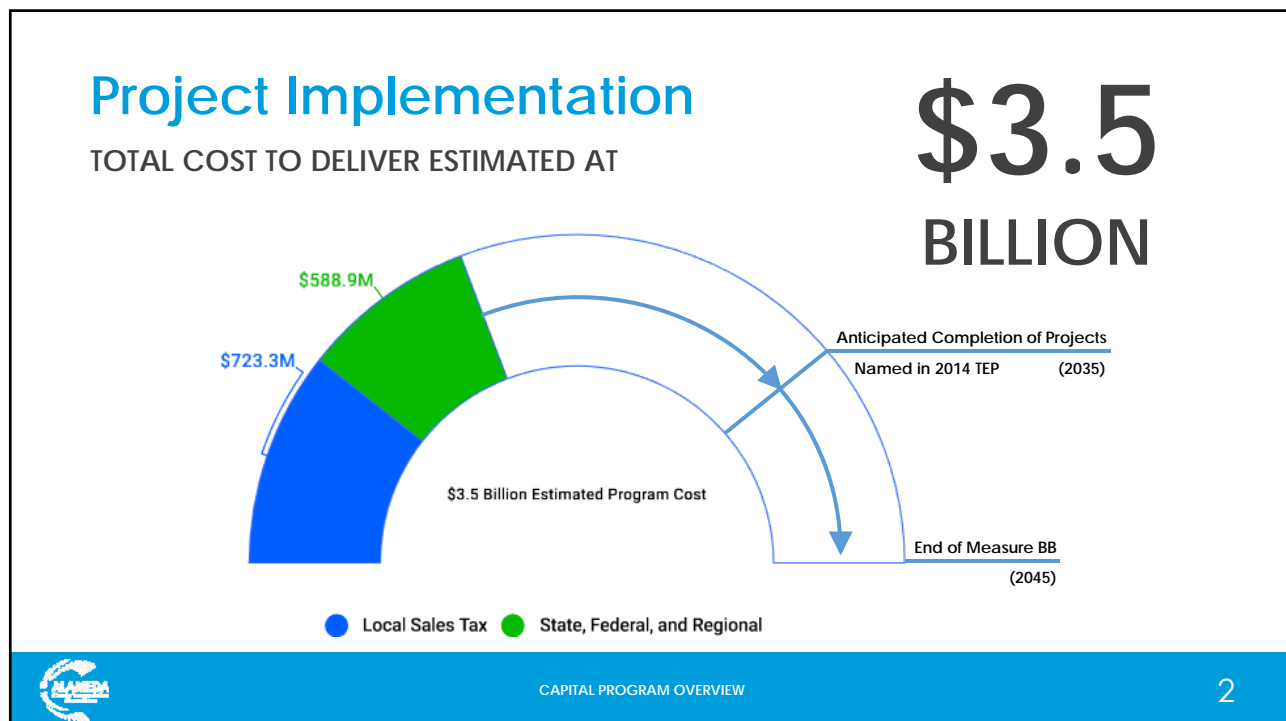
ALAMEDA COUNTY
TRANSPORTATION COMMISSION

Capital Program Update

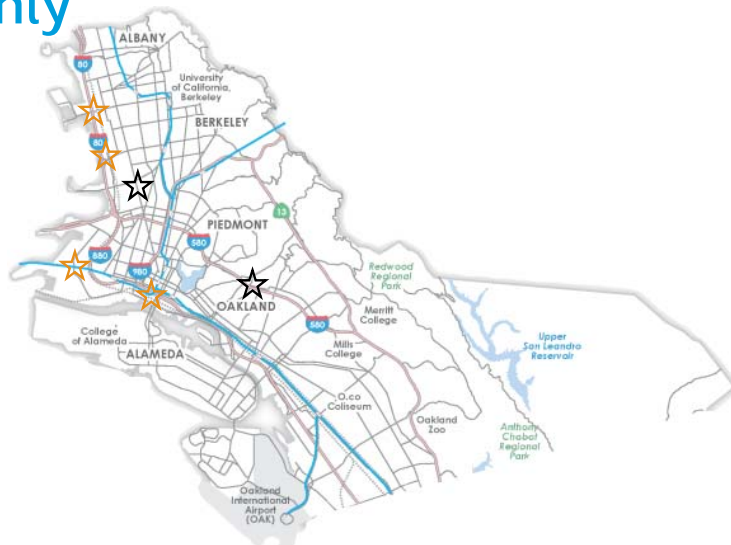
Plan → Fund → Deliver



A presentation to the Alameda CTC Program and Projects Committee
 Gary Huisingsh, Alameda CTC Deputy Executive Director of Projects
 October 24, 2019



North County



I-80 Gilman Interchange Improvements

Final Design



Note: All maps are for illustrative purposes only.

Estimated
Total Project
Cost

\$61.7
Million

Project Benefits

- Reduce congestion and improve mobility, traffic operations and safety at the interchange
- Provides safe access for pedestrians and bicyclists while connecting the gap in the San Francisco Bay Trail network

Funding Sources

Measure BB, Federal, State (ATP and STIP) and Other (local, Regional, and EBMUD)

COST (x\$1,000) AND SCHEDULE BY PHASE

		Begin	End
Planning/Scoping	\$794	Spring 2012	October 2014
Preliminary Engineering/Environmental	\$5,015	Fall 2015	Summer 2019
Final Design (PS&E)	\$5,043	Fall 2018	Summer 2020
Right-of-Way/Utility	-	Fall 2018	Winter 2020
Advertisement/Award	-	Spring 2020	Fall 2020
Construction ¹	\$50,870	Fall 2020	Summer 2023

¹ Right-of-Way cost included in construction cost.
Schedule subject to funding availability



I-80/Ashby Avenue (SR-13) Interchange Improvements

Environmental

Estimated
Total Project
Cost

\$52.0
Million



Note: All maps are for illustrative purposes only.

COST (x\$1,000) AND SCHEDULE BY PHASE

		Begin	End
Preliminary Engineering/Environmental	\$4,000	Fall 2015	Late 2020
Final Design (PS&E)	\$5,500	Late 2020	Fall 2022
Right-of-Way/Utility	-	Late 2020	Fall 2022
Construction ¹	\$42,500	Late 2022	Summer 2025

¹ Right-of-Way cost included in construction cost.
Schedule subject to funding availability

Project Benefits

- Improves mobility and reduces congestion on Ashby Avenue at the I-80/Powell Street interchange and Ashby Avenue/7th Street intersection
- Provides safe access for pedestrians and bicyclists connecting the San Francisco By Trail to City of Emeryville and Berkeley's Aquatic Park

Funding Sources

Measure BB (additional sources to be determined)



CAPITAL PROGRAM OVERVIEW

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San Pablo Avenue Corridor Multimodal Improvements

Planning



Goals

- Effectively and efficiently accommodate anticipated growth
- Improve comfort and quality of trips for all users
- Enhance safety for all travel modes
- Support economic development and adopted land use policies
- Promote equitable transportation and design solutions

Note: All maps are for illustrative purposes only.

Phasing and Next Steps

PHASE 1

Alameda and Contra Costa Counties: late 2019

Focus: existing conditions, public engagement, conceptual designs and alternatives refinement

PHASE 2

Alameda County: begin early 2020

Initiate Caltrans PID, refine designs for near-term and long-term concepts, determine environmental process, advance near-term pilot projects



CAPITAL PROGRAM OVERVIEW

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GoPort Program

Program of projects to improve truck and rail access to the Port of Oakland, one of the busiest container ports in the nation:

- Freight Intelligent Transportation System (FITS)
- 7th Street Grade Separation East (7SGSE)
- 7th Street Grade Separation West (7SGSW)

Program Benefits

- Congestion relief
- Improved efficiency and sustainability
- Economic stimulation

Estimated
Total Program
Cost

\$614.0
Million

Program Construction Schedule

- FITS construction beginning late 2019, estimated completion 2022
- 7SGSE construction beginning late 2020, estimated completion 2023
- 7SGSW construction to be determined

Funding Sources

Measure BB, Federal (ATCMTD, PSGP), and State (SB 1-LPP, SB 1-TCEP)



Note: All maps are for illustrative purposes only.



7SGSE



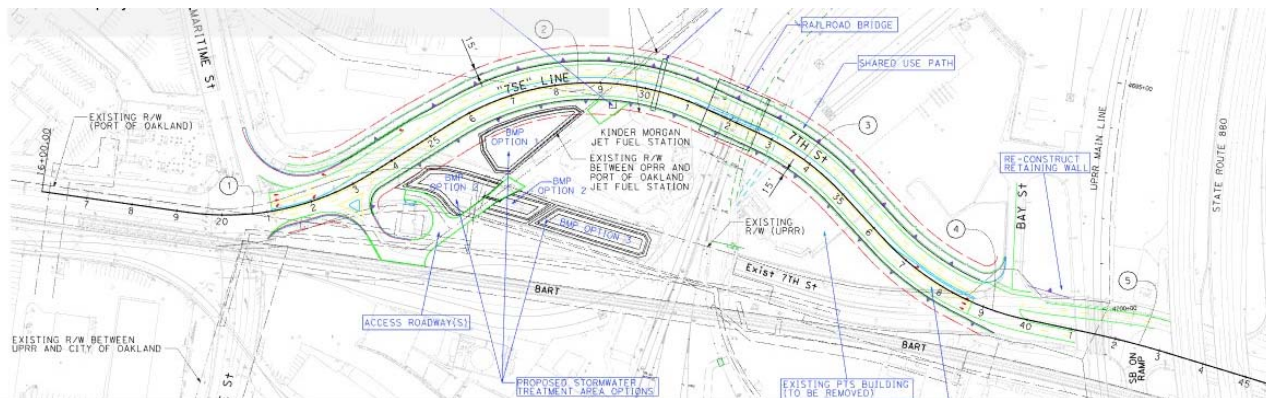
7SGSW



CAPITAL PROGRAM OVERVIEW

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7th Street Grade Separation East (7SGSE)



Note: All maps are for illustrative purposes only.



CAPITAL PROGRAM OVERVIEW

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7th Street Grade Separation East (7SGSE)

Final Design



Existing multi-use path and damage to the 7th Street underpass.



Estimated
Total Project
Cost

\$317.0
Million

Project Benefits

- Provides bicycle and pedestrian connectivity to the San Francisco Bay Trail
- Reduces congestion, truck idling, and greenhouse gas emissions
- Improves mobility, traffic operations, and safety at the intersection
- Improves Port operational efficiency

COST (x\$1,000) AND SCHEDULE BY PHASE

		Begin	End
Preliminary Engineering/Environmental	\$5,400	Fall 2016	Fall 2018
Final Design (PS&E)	\$21,600	Fall 2018	Early 2020
Right-of-Way	-	Fall 2018	Early 2020
Construction ¹	\$290,000	Late 2020	Late 2023

¹ Right-of-Way cost included in construction cost.

Note: The project delivery schedule subsequent to PE-EHV is contingent upon funding availability.

Funding Sources

Measure BB, State (SB1-LPP, SB1-TCEP)

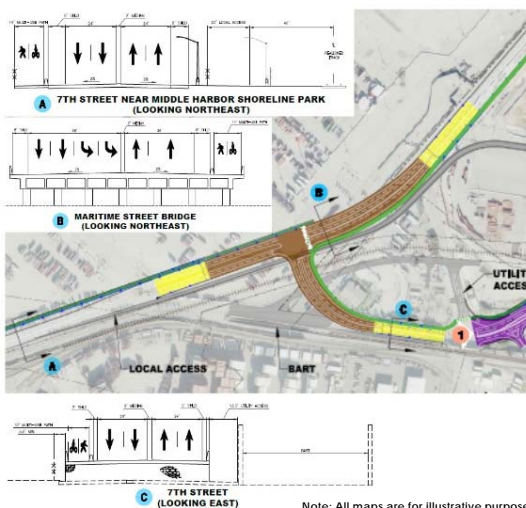


CAPITAL PROGRAM OVERVIEW

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7th Street Grade Separation West (7SGSW)

Final Design



Note: All maps are for illustrative purposes only.

Project Benefits

- Improves mobility, traffic operations and safety at the intersection
- Reduces congestion, truck idling and greenhouse gas emissions
- Improves Port efficiency

COST (x\$1,000) AND SCHEDULE BY PHASE

		Begin	End
Preliminary Engineering/Environmental	\$5,000	Fall 2016	Fall 2018
Final Design (PS&E)	\$15,600	Spring 2019	TBD
Right-of-way	-	TBD	TBD
Construction ¹	\$242,000	TBD	TBD

¹ Right-of-Way cost included in construction cost.

Funding Sources

Measure BB (additional sources to be determined)

Estimated
Total Project
Cost

\$262.6
Million



CAPITAL PROGRAM OVERVIEW

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Oakland Alameda Access

Environmental

Roadway Improvements - Oakland



Bike/Ped Improvements - Oakland



COST (x\$1,000) AND SCHEDULE BY PHASE

		Begin	End
Scoping	\$2,172	Late 2014	Fall 2017
Preliminary Engineering/Environmental	\$10,929	Fall 2017	Summer 2021
Final Design (PS&E)	\$9,000	Late 2021	Summer 2023
Right-of-way	-	Late 2021	Summer 2023
Construction ¹	\$92,400	Late 2023	Late 2026

¹ Right-of-Way cost included in construction cost.
Schedule subject to funding availability

Estimated
Total Project
Cost

\$114.5
Million

Project Benefits

- Improves mobility and reduces traffic for travelers between I-880, I-980, Downtown Oakland, and Alameda
- Improves connectivity and safety for bicyclists and pedestrians with in the project area
- Reduces conflicts between commute, truck, and neighborhood traffic
- Reduces freeway "cut-through" traffic on local roadways

Funding Sources

Measure BB, Measure B (additional sources to be determined)



CAPITAL PROGRAM OVERVIEW

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I-580 Design Alternatives Assessment

Planning

Goals

- Improve local and regional multimodal mobility for people
- Focus:
 - Increasing person throughput
 - Improving travel time reliability
 - Offering travel time savings to support bus/high-occupancy vehicles

Next Steps

- Partner with the MTC and Caltrans to initiate project development for near-term improvements (Alternative 1-A)
- Continue I-580 Design Alternatives Assessments and other corridor studies to further develop the Corridor Strategy



Note: All maps are for illustrative purposes only.



CAPITAL PROGRAM OVERVIEW

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Central County

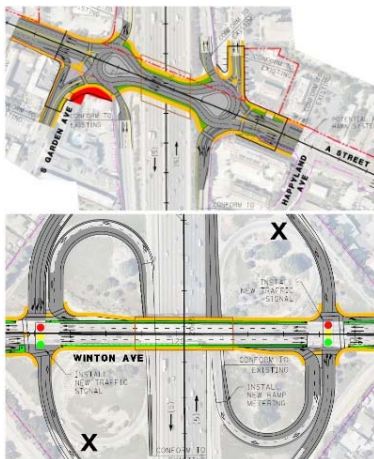


CAPITAL PROGRAM OVERVIEW

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I-880 Interchange Improvements (Winton Avenue/A Street)

ENVIRONMENTAL



Note: Images shown are alternatives for illustrative purposes only.

Project Benefits

- Relieves freeway and interchange congestion
- Enhances pedestrian and bicyclist safety
- Improves truck turning movements
- Improves interchange operations

Estimated
Total Project
Cost

\$114.3
Million

COST (x\$1,000) AND SCHEDULE BY PHASE

		Begin	End
Planning/Scoping	\$1,808	Fall 2018	Fall 2019
Preliminary Engineering/Environmental	\$3,500	Fall 2019	Summer 2021
Final Design (PS&E)	\$11,000	Summer 2022	Late 2024
Right-of-Way	-	Summer 2022	Late 2024
Construction ¹	\$98,000	Summer 2025	Fall 2027

¹ Right-of-Way cost included in construction cost

Funding Sources

Measure BB (additional sources to be determined)



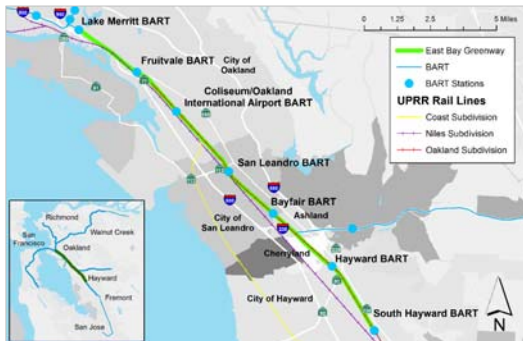
CAPITAL PROGRAM OVERVIEW

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East Bay Greenway Lake Merritt BART to South Hayward BART

Right-of-Way

Estimated
Total Project
Cost **\$189.5+
Million**



Note: All maps are for illustrative purposes only.

Project Benefits

- Improves bicycle and pedestrian network connectivity in communities along the BART alignment from Lake Merritt to South Hayward
- Improves regional access to schools and downtown areas
- Improves safety for bicyclist and pedestrian
- Supports and promotes active transportation, multimodal transportation, and reduces emissions

COST (x\$1,000) AND SCHEDULE BY PHASE

		Begin	End
Preliminary Engineering/Environmental	\$6,501	Fall 2015	Fall 2018
Final Design (PS&E)	\$22,000	2021	2023
Right-of-Way	TBD*	Fall 2019	Summer 2021
Construction	\$161,000**	TBD	TBD

* The cost for right-of-way is subject to future discussions with UPRR.
** Construction costs do not include right-of-way costs.

Funding Sources

Measure BB, Measure B, Federal (additional sources to be determined)



CAPITAL PROGRAM OVERVIEW

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I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West)

ENVIRONMENTAL



Note: Images shown are alternatives for illustrative purposes only.

Project Benefits

- Relieves freeway and interchange congestion
- Improves local business access along Whipple Road
- Improves bicyclist and pedestrian access across the interchange
- Improves transit access to and from the I-880 freeway

COST (x\$1,000) AND SCHEDULE BY PHASE

		Begin	End
Scoping	\$1,000	Fall 2017	Summer 2018
Preliminary Engineering/Environmental	\$5,250	Summer 2018	Summer 2020
Final Design (PS&E)	\$12,000	Fall 2020	Late 2022
Right-of-Way	-	Fall 2020	Fall 2022
Construction*	\$155,750	Summer 2023	Late 2025

* Right-of-Way costs included in Construction cost
* Construction estimate is projected to the mid-year of construction, 2025.

Funding Sources

Measure BB (additional sources to be determined)

Estimated
Total Project
Cost

**\$174.0
Million**



CAPITAL PROGRAM OVERVIEW

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South County



CAPITAL PROGRAM OVERVIEW

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East 14th Street/Mission and Fremont Boulevard Multimodal Corridor Improvements

Planning

Goals

- Support planned long-term growth and economic development
- Increase share of non-auto trips
- Improve connectivity between transportation modes and services
- Improve safety for all users

Next Steps

- Public outreach/feedback on long-term improvements: late 2019
- Identify near-term/mid/term safety and operational improvements: late 2019
- Develop concepts and preliminary cost estimates for recommended improvements: late 2019
- Report back to the Commission: early 2020



CAPITAL PROGRAM OVERVIEW

18

State Route 262 (Mission Boulevard) Cross Connector

SCOPING



Note: All maps are for illustrative purposes only.

Project Benefits

- Improves safety for all users
- Improves traffic operations for a major east/west connector between I-680 and I-880
- Enhances local and regional economic vitality
- Reduces traffic congestion

COST (x\$1,000) AND SCHEDULE BY PHASE

		Begin	End
Planning/Scoping	\$2,000	Spring 2018	Late 2020
Preliminary Engineering/Environmental	\$20,000	TBD	TBD
Final Design	\$40,000	TBD	TBD
Right-of-Way	-	TBD	TBD
Construction ¹	\$850,000	TBD	TBD

¹Right-of-way costs included in Construction cost

Estimated
Total Project
Cost

\$912.0
Million

Funding Sources

- Measure BB, Regional (RM 3) (additional sources to be determined)

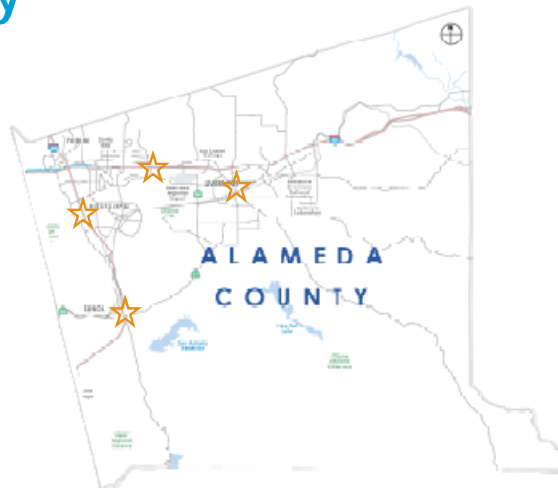
Note: estimated construction cost is based on direct connector alternative (in 2018 dollars)



CAPITAL PROGRAM OVERVIEW

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East County

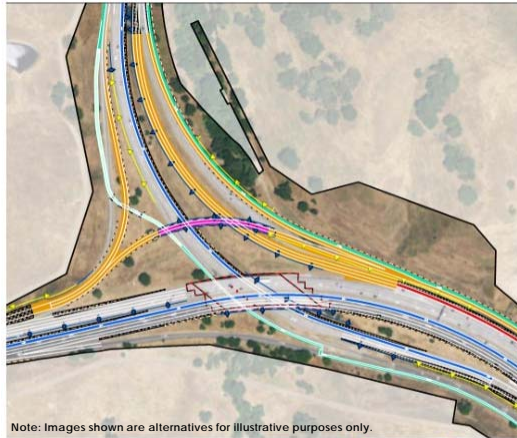


CAPITAL PROGRAM OVERVIEW

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SR-84 Widening From South of Ruby Hill Drive to I-680 and SR-84/I-680

Final Design



Note: Images shown are alternatives for illustrative purposes only.



Project Benefits

- Improves regional and inter-regional connectivity
- Relieves congestion
- Improves safety

Estimated Total Project Cost

\$234.1 Million

COST (x\$1,000) AND SCHEDULE BY PHASE

		Begin	End
Environmental	\$5,756	Spring 2015	Summer 2018
CEQA Clearance	-	Spring 2015	Summer 2018
NEPA Clearance	-	Spring 2015	Summer 2018
Final Design	\$18,784	Summer 2018	Summer 2020
Right-of-Way	-	Summer 2018	Summer 2020
Construction ¹	\$209,560	Early 2021	Fall 2023

¹Right-of-way costs included in Construction cost

Funding Sources

Measure BB, Measure B, Regional (RM 3, RIP), Local (ITVC)



CAPITAL PROGRAM OVERVIEW

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I-680 Express Lanes from SR-84 to Alcosta Boulevard (Gap Closure)

Environmental

Project Benefits

- Closes the gap on a 48-mile continuous express lane from Martinez to Fremont
- Relieves congestion on one of MTC's top 10 most-congested corridors

Project Phasing

PHASE 1

Southbound Express Lane

PHASE 2

Northbound Express Lane

Phased project to align with Caltrans SHOPP project and limit construction impacts

PHASE 1 COST (x\$1,000) AND SCHEDULE

		Begin	End
Scoping ¹	\$1,000	Fall 2016	Winter 2019
Preliminary Engineering/Environmental ¹	\$6,500	Fall 2016	Early 2020
Final Design (PS&E)	\$22,500	Early 2020	Fall 2021
Right-of-Way	-	Early 2020	Fall 2021
Construction ²	\$252,000	Early 2022	Fall 2024

¹Includes costs for Phase 2 – Northbound Express Lane

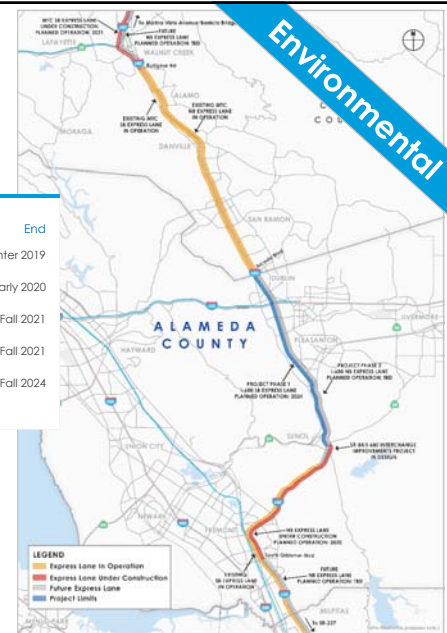
²Includes Right-of-Way costs

Funding Sources

Measure BB (additional sources to be determined)

Estimated Total Project Cost (Phase 1)

\$282.0 Million



CAPITAL PROGRAM OVERVIEW

22

Dublin Boulevard Extension

Environmental



Note: All maps are for illustrative purposes only.

Project Benefits

- Increases bicycle and pedestrian access and circulation
- Interconnect five Priority Development Areas in Dublin and Livermore
- Connects major Tri-Valley destinations
- Improves mobility, access, connectivity, safety and efficiency of the multimodal transportation system for all users, including goods movement

Estimated
Total Project
Cost

\$166.1
Million

COSTS (x\$1,000) AND SCHEDULE BY PHASE

		Begin	End
Scoping	\$650	Fall 2016	Winter 2019
Preliminary Engineering/Environmental	\$2,793	Fall 2016	Spring 2020
Final Design (PS&E)	\$6,957	Summer 2020	Winter 2021
Right-of-Way	-	Summer 2020	Winter 2021
Construction ¹	\$155,700	Spring 2022	Fall 2024

¹Includes Right-of-way costs

Funding Sources

Measure BB, Federal, Local (additional sources to be determined)



CAPITAL PROGRAM OVERVIEW

23

Rail Safety Enhancement Program (County Wide)

CONCEPTUAL PLANS

56 at-grade rail crossings across Alameda County in:

- Berkeley
- Alameda County
- Oakland
- Union City
- San Leandro
- Fremont
- Hayward
- Livermore



Project Benefits

- Improves safety for all users at railroad at-grade crossings and relieves trespassing issues in communities
- Supports on-going regional rail plan for freight and commuter rail implementation

Funding Sources

- Measure BB (additional sources to be determined with potential for SB 1-TCEP)

Estimated
Total Project
Cost

\$70.5
Million

Schedule

CURRENT PHASE

Conceptual Plan Development: Summer 2020

PHASE CONSTRUCTION ANTICIPATED

Phase 1 estimated to begin construction: Early 2022



CAPITAL PROGRAM OVERVIEW

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Projects in Construction

Project	Anticipated End of Construction	Final Project Cost (in millions)
GoPort: FITS*	Late 2022	\$34.4
I-680 Sunol Express Lanes (Phase 1)	Fall 2020	\$205.8**

Projects moving to construction soon

- GoPort 7SGSE (2020)
- I-80/Gilman Interchange Improvements (2020)
- SR-84 Widening From South of Ruby Hill Drive to I-680 and SR-84/I-680 (2021)

* Begin construction late 2019

** Includes scoping, environmental costs for Phase 2; future Phase 2 costs are estimated at \$130.0 million



CAPITAL PROGRAM OVERVIEW

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Thank You

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