



Commission Meeting Agenda Thursday, December 5, 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. Closed Session Page/Action

4.1. Recess to Closed Session regarding Public Employment pursuant to Government Code Section 54957.5; Title: Executive Director

4.2. Reconvene to Open Session

4.3. Closed Session Report/Action A/I

5. [Approval of Salary and Term of Employment of the Executive Director: Tess Lengyel](#) 1 A

6. Chair and Vice Chair Report

6.1. Special Recognition of Retiring Employees I

7. Executive Director Report

8. Consent Calendar Page/Action

Alameda CTC standing committees approved all action items on the consent calendar, except Item 8.1.

8.1. [Approve October 24, 2019 Commission Minutes](#) 3 A

8.2. [Approve the Alameda CTC meeting schedule for the 2020 calendar year](#) 7 A

8.3. [Approve the Alameda CTC Draft Audited Comprehensive Annual Financial Report for the Year Ended June 30, 2019](#) 11 A

8.4. [Approve the Alameda CTC FY2019-20 First Quarter Investment Report](#) 15 A

8.5. [Approve the Alameda CTC FY2019-20 First Quarter Consolidated Financial Report](#) 33 A

8.6. [Approve Alameda CTC Staff and Retiree Benefits for Calendar Year 2020 and Salary Ranges for Fiscal Year 2020-21](#) 39 A

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|------|--|----|---|
| 8.7. | Approve and authorize the Executive Director to execute Professional Services Agreement A20-0003 with Iteris, Inc. to provide multimodal performance monitoring of the Alameda County transportation network | 55 | A |
|------|--|----|---|

- | | | | |
|------|---|----|---|
| 8.8. | Approve Community Advisory Committee Appointments | 57 | A |
|------|---|----|---|

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

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|------|--|----|---|
| 9.1. | Bicycle and Pedestrian Advisory Committee – Matthew Turner, Chair | 59 | I |
| 9.2. | Independent Watchdog Committee – Steve Jones, Chair | 67 | I |
| 9.3. | Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair | 77 | I |

10. Planning, Policy and Legislation Committee

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

- | | | | |
|-------|---|----|---|
| 10.1. | Update on potential Regional transportation measure known as FASTER Bay Area and approval of a list of Alameda County projects for inclusion in FASTER Bay Area | 85 | A |
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11. Member Reports

12. Adjournment

Next Meeting: January 30, 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 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
2:00 p.m.	Alameda CTC Commission Meeting	January 30, 2020
9:00 a.m.	Finance and Administration Committee (FAC)	January 13, 2020
9:30 a.m.	I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)	
10:00 a.m.	I-580 Express Lane Policy Committee (I-580 PC)	
10:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
12:00 p.m.	Programs and Projects Committee (PPC)	

Advisory Committee Meetings

1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	January 9, 2020
5:30 p.m.	Independent Watchdog Committee (IWC)	January 13, 2020
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).

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Memorandum

5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: November 27, 2019

TO: Alameda County Transportation Commission

FROM: Zack Wasserman, Wendel Rosen
Amara Morrison, Wendel Rosen

SUBJECT: Approval of Salary and Term of Employment for Executive Director, Tess Lengyel

Recommendation

The Chair and Vice Chair of the Commission recommend that the Commission enter into an employment contract with Tess Lengyel for the position of the Alameda CTC Executive Director reflecting the following:

1. A salary of \$295,400 with an increase of up to four percent per year (4%) in the two subsequent years based upon the annual performance evaluation of the Executive Director and;
2. A term of three years commencing on December 31, 2019.

Summary

In light of current Alameda CTC Executive Director Arthur Dao's announcement that he would be retiring as of December 30, 2019, the Commission authorized the Chair to appoint an ad hoc committee to conduct a search for a new executive director, to hire an executive search firm, to interview candidates and recommend one or more candidates to the Commission.

In June, the Commission authorized the issuance of an RFP for the executive search firm and to proceed with the candidate review process. At the recommendation of the ad hoc committee, Alameda CTC hired the search firm CPS HR Consulting, which advertised locally, throughout the state and nationally for the position. The ad hoc committee process was coordinated by Zack Wasserman and Amara Morrison at Wendel Rosen and chaired by Alameda CTC Chair, Richard Valle.

The search firm received 24 resumes and forwarded ten candidates for consideration by the ad hoc committee. The ad hoc committee chose three candidates to interview in person, including one from out of state. Following the interviews, the ad hoc committee recommended that the Commission hire Tess Lengyel. The full Commission authorized the Chair and Vice Chair to negotiate a contract with Ms. Lengyel.

The negotiated contract calls for a salary of Two Hundred Ninety-Five Thousand Four Hundred Dollars (\$295,400.00), payable in installments at the same time as other employees of Alameda CTC are paid. This salary puts Ms. Lengyel's salary in the midrange of comparable positions in the state based on information compiled by Koff & Associates, the Commission's HR consulting firm. In addition, the contract provides that the Commission will consider increasing the annual salary paid to Ms. Lengyel by no more than four percent (4%) per year in subsequent years based upon the annual performance evaluation of the Executive Director. The term is for three years and contains the same provisions in the current contract authorized by the Commission for Mr. Dao.

Fiscal Impact: Adjustments to the budget will be made during the mid-year budget update process to reflect changes to the salary and benefits provided for the Executive Director, as outlined in this report.



Alameda County Transportation Commission Commission Meeting Minutes Thursday, October 24, 2019, 2 p.m.

8.1

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 Bauters and Miley.

Commissioner Bacon was present as an alternate for Commissioner Mei. Commissioner Cox was present as an alternate for Commissioner Chan.

Subsequent to the roll call:

Commissioner Miley and Commissioner Bauters arrived during Item 3.

3. Public Comment

A public comment was made by Ken Bukowski regarding seating on transit buses at BART stations as well as HOV lane regulations.

A public comment was made by BART Director Liz Ames regarding climate change, mass transit, roadway expansion and Niles Canyon.

4. Chair and Vice Chair Report

Vice Chair Cutter reported on Alameda County Transportation Commission's Rail Safety Education Program and the Safe Routes to Schools program.

Chair Valle noted that Alameda CTC is leading the GoPort Program of Projects to improve the efficiency of the Port of Oakland.

5. Executive Director Report

Art Dao updated the Commission public open houses to engage the communities on the East 14th Street, Mission Boulevard, Fremont Boulevard Multimodal Corridor project. He also informed the Commission that the California Transportation Commission (CTC) met in Modesto and allocated \$20 million to LAVTA and Alameda County for the City of Dublin's transit station parking garage. He concluded his report by stating the CTC Commissioner Ghielmetti announced his retirement from the CTC.

6. Consent Calendar

6.1. Approve September 26, 2019 Commission Minutes

6.2. Approve the Administrative Amendment to Project Funding Agreement A18-0018

6.3. FY2018-19 Fourth Quarter Report of Claims Acted Upon Under the Government

Claims Act

6.4. FY2019-20 First Quarter Report of Claims Acted Upon Under the Government
Claims Act

- 6.5. Approve the Alameda CTC FY2018-19 Year-End Unaudited Investment Report
- 6.6. Approve an update to Alameda CTC's Procurement Policy
- 6.7. I-580 Express Lanes (PN 1373.002): Monthly Operations Update
- 6.8. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
- 6.9. Affordable Student Transit Pass Program Phase 1 Expansion Update
- 6.10. 2020 Countywide Transportation Plan: Shared Mobility/Transportation Network Companies Overview
- 6.11. Legislative positions and update on federal, state, and local legislative activities
- 6.12. Approve Alameda County 2020 State Transportation Improvement Program (STIP)
- 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)
- 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
- 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

In regards to Item 6.9, Commissioner Miley asked for the number of phases that the Student Transit Pass Program will implement. Tess Lengyel stated that the Commission approved phased implementation of the program over a five year horizon and that staff is working to get to as many schools as possible and as quickly as possible, while working closely with the transit agencies and school districts.

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

Yes: Arreguin, Bacon, Bauters, Carson, Cox, Cutter, Dutra-Vernaci, Ezzy, Ashcraft, Freitas, Haggerty, Halliday, Haubert, Kaplan, Marchand, McBain, Miley, Nason, Ortiz, Saltzman, Thao, Thorne, Valle

No: None

Abstain: None

Absent: None

7. Community Advisory Committee Reports

7.1 Bicycle and Pedestrian Advisory Committee (BPAC)

Matt Turner, BPAC Chair, reported that BPAC met on September 5, 2019. He noted that staff from Alameda County Public Works Agency and the City of Hayward presented how they have used TDA 3 funds in the past. The committee also heard a report on the East 14th Street, Mission Boulevard, Fremont Boulevard Multimodal Corridor project as well as the Quarry Lakes Parkway Project. The next BPAC meeting is scheduled for November 21, 2019.

7.2 Independent Watchdog Committee (IWC)

There was no one present from IWC.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

There was no one present from PAPCO.

8. Planning, Policy and Legislation Committee Action Items

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

Tess Lengyel provided the Commission with an update on FASTER Bay Area, a potential November 2020 regional transportation measure and recommended that the Commission provide feedback to staff on the proposed project and program categories. She noted that 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. Mrs. Lengyel reported that the Committee made a recommendation that the Alameda CTC Chair appoint a three-member committee of PPLC members to craft key points for incorporation into a letter based on the concerns raised at the PPLC meeting and to bring these points to the full Commission for consideration. Ms. Lengyel reviewed the key points developed by the PPLC subcommittee and informed the Commission that a comment letter from the Metropolitan Transportation Commission on FASTER Bay Area could be found in their folders.

There was lengthy discussion among the Commission on this item regarding development of an Alameda County project list, the legislative process for selecting projects, timing and funding mechanisms of the potential measure, the housing and jobs imbalance and impacts to low income taxpayers.

Commissioner Kaplan moved to approve the key points as recommended by the PPLC subcommittee and inclusion of a statement of concurrence with MTC's letter. Staff was directed to finalize the letter with the Chair, send it to the FASTER Bay Area coalition leadership, Alameda County State delegation members, MTC and ABAG. Staff was also directed to set up a meeting with FASTER Bay Area coalition members, the PPLC subcommittee and ACTC Chair to discuss the contents of the letter. In addition, staff was directed to develop an Alameda County project list and bring it to the December 5th Commission meeting. Commissioner Halliday seconded the motion. The motion passed with the following vote:

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

9. Programs and Projects Committee Action Items

9.1. Alameda CTC Capital Program Update

Art Dao provided a brief update to the Commission on the Capital Program at Alameda CTC and stated that more information can be given to the Commission in future meetings.

10. Closed Session

10.1. Recess to Closed Session regarding Public Employment pursuant to Government Code Section 54957.5; Title: Executive Director

Pursuant to Government Code Section 54957.5, the Commission went to Closed Session after item 6 and Item 8.1.

10.2. Reconvene to Open Session

10.3. Closed Session Report/Action

Zack Wasserman, Legal Counsel, stated there was no action taken in either of the closed sessions.

11. Member Reports

There were no member reports.

12. Adjournment

The next meeting is Thursday, December 5, 2019 at 2:00 p.m.



Memorandum

8.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: November 27, 2019

TO: Alameda County Transportation Commission

FROM: Patricia Reavey, Deputy Executive Director of Finance
and Administration
Vanessa Lee, Clerk of the Commission

SUBJECT: Alameda CTC meeting schedule for the 2020 calendar year

Recommendation

It is recommended that the Commission approve the Alameda CTC meeting schedule for the 2020 calendar year.

Summary

Per the Alameda County Transportation Commission (Alameda CTC) administrative code, the Alameda CTC annually adopts a schedule of regular meetings. The schedule outlines the meetings for the full Commission in addition to standing committee meetings including: Finance and Administration Committee (FAC); I-680 Sunol Smart Carpool Lane JPA (I-680 JPA); I-580 Express Lane Policy Committee (I-580 PC); Planning, Policy and Legislation Committee (PPLC); and Programs and Projects Committee (PPC). The Goods Movement Planning Committee (GMPC), Transit Planning Committee (TPC), Audit Committee and any Ad-hoc or steering committee meeting schedules are developed at the discretion of the Commission and are noticed in accordance with any applicable California Government Codes.

Background

Pursuant to the Alameda CTC Administrative Code, the Commission shall adopt the schedule of regular meetings of the Commission and the Standing Committees for the upcoming year. The Commission and each Standing Committee may change the date for a regular meeting of such body to another business day if the regular date is a holiday or as otherwise determined by the Commission or such Standing Committee.

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

Attachment:

- A. Alameda CTC 2020 Meeting Calendar

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Alameda County Transportation Commission 2020 Meeting Calendar*

All meetings dates and materials are available on the [Alameda CTC website](#).

Meetings	Meeting Start Time	Meeting Dates
Finance and Administration Committee (FAC) I-680 Sunol Smart Carpool Lane JPA (I-680 JPA) I-580 Express Lane Policy Committee (I-580 PC) Planning, Policy & Legislation Committee (PPLC) Programs and Projects Committee (PPC)	9:00 a.m. 9:30 a.m. 10:00 a.m. 10:30 a.m. 12:15 p.m.	January 13, 2020 February 10, 2020 March 9, 2020 April 13, 2020 May 11, 2020 June 8, 2020 July 13, 2020 September 14, 2020 October 12, 2020 November 9, 2020
Alameda County Transportation Commission	2:00 p.m.	January 30, 2020** February 27, 2020 March 26, 2020 April 23, 2020 May 28, 2020 June 25, 2020 July 23, 2020 September 24, 2020 October 22, 2020 December 3, 2020

*Standing Committees meet on the second Monday of the month. The full Commission meets on the fourth Thursday of the month. The Alameda CTC Commission is in recess during the month of August. There is no Commission meeting in the month of November and no Committee meetings during the month of December. The Goods Movement Planning Committee (GMPC), the Transit Planning Committee (TPC), and the Audit Committee meeting schedules are developed at the discretion of the Commission and usually occur immediately following the last standing committee meeting or the Commission meeting.

** This meeting has been rescheduled due to potential conflict with the 2020 National Mayors Conference.

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Memorandum

8.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: November 27, 2019

TO: Alameda County Transportation Commission

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

SUBJECT: Alameda CTC Draft Audited Comprehensive Annual Financial Report for the Year Ended June 30, 2019

Recommendation

It is recommended that the Commission approve the Alameda CTC Draft Audited Comprehensive Annual Financial Report for the Year Ended June 30, 2019 (Draft Audited CAFR).

Summary

Pursuant to the Joint Powers Agreement of the Alameda County Transportation Commission, California Public Utilities Code Section 180105, the Joint Powers Agreement of the Alameda County Congestion Management Program and the California Government Code Section 6505, an independent audit was conducted for the fiscal year ended June 30, 2019 by Maze & Associates Accounting Corporation (Maze & Associates). Financial statements are the responsibility of management. The auditor's responsibility is to express an opinion on the financial statements based on their audit. As demonstrated in the Independent Auditor's Report on page two (2) of the Draft Audited CAFR, the Alameda CTC's auditors have reported what is considered to be an unmodified opinion or clean audit.

"In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, each major fund, and the aggregate remaining fund information of Alameda CTC, as of June 30, 2019, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America."

The Alameda CTC Audit Committee met with the Partner on the agency's audit from Maze & Associates on October 24, 2019 to discuss required audit communications regarding internal controls, significant audit findings, and other matters and to review the Draft Audited CAFR for the year ended June 30, 2019.

Financial Highlights:

- The assets and deferred outflows of resources exceeded liabilities and deferred inflows of resources at the end of fiscal year 2018-19 by \$547.7 million (*net position*). Of this amount, \$73.0 million represents unrestricted net position which may be used to meet ongoing obligations.
- Total net position increased \$99.5 million or 22.2 percent over the prior fiscal year-end largely due to the decrease in long-term obligations related to the Measure B 2014 Sales Tax Revenue Bonds and the accumulation of Measure BB sales tax revenues for various projects as they progress from the design and environmental phases to construction.
- As of June 30, 2019, governmental funds reported combined fund balances of \$588.0 million, an increase of \$77.4 million compared to June 30, 2018. Of the total combined fund balances, \$71.2 million or 12.1 percent is available for spending at Alameda CTC's discretion (*unassigned fund balance*).
- Total assets and deferred outflows of resources increased by \$55.2 million from \$675.0 million to \$730.1 million as of June 30, 2019 compared to June 30, 2018 mainly related to sales tax revenue collections. Cash and investments comprised 83.4 percent of the total assets and deferred outflows of resources as of June 30, 2019.
- Revenues totaled \$405.7 million for the fiscal year ended June 30, 2019. This was an increase of \$39.8 million or 10.9 percent over the fiscal year ended June 30, 2018 mostly related to an increase in sales tax revenue collections.
- Total liabilities and deferred inflows of resources decreased by \$44.3 million or 19.5 percent from \$226.8 million to \$182.5 million as of June 30, 2019 compared to June 30, 2018. This decrease is mostly due to a decrease in long-term obligations as debt service payments were made on the 2014 Sales Tax Revenue Bonds.
- Expenses totaled \$306.2 million for the fiscal year ended June 30, 2019. This was an increase of \$28.5 million or 10.3 percent over the fiscal year ended June 30, 2018 mostly due to disbursements for project activities in the 2000 Measure B and 2014 Measure BB Special Revenue and the 2014 Measure BB Capital Projects Funds.

Background

As part of the audit process, Maze & Associates considered Alameda CTC's internal control over financial reporting to determine the audit procedures that are appropriate in order to express their opinions on the financial statements. They have not expressed an opinion on the effectiveness of the Alameda CTC's internal controls; however Maze & Associates' Report on Internal Control over Financial Reporting and on Compliance and Other Matters states that they did not identify any deficiencies in internal control over compliance that they consider to be a material weakness.

In addition, Maze & Associates audited the calculation of the limitations ratios required by the 2000 and 2014 Transportation Expenditure Plans (TEP) which require that the total Measure B and Measure BB salaries and benefits costs for administrative employees not exceed 1.00 percent of sales tax revenues, and expenditures for administration do not exceed 4.5 percent of sales tax revenues for Measure B and 4.0 percent of sales tax revenues for Measure BB. The Measure B and Measure BB ratios for the fiscal year ended June 30, 2019 are 0.38 percent and 0.85 percent, respectively, for salaries and benefits as a percent of sales tax revenues, and 1.01 percent and 2.14 percent, respectively, for total administration costs as a percent of sales tax proceeds which are in compliance with the requirements set forth in the TEPs.

Maze & Associates also performed a Single Audit for the fiscal year ended June 30, 2019. Per the *Office of Management and Budget (OMB) Compliance Supplement*, a single audit is required when a grantee spends \$750,000 or more in federal funds in the fiscal year to provide assurance to the federal government as to the management and use of these funds. Alameda CTC's federal expenditures were well over the threshold at \$3.9 million during the fiscal year ended June 30, 2019, therefore, a Single Audit was required. As demonstrated in the Independent Auditor's Report beginning on page 129 of the Draft Audited CAFR, Alameda CTC's auditors have reported the following:

"In our opinion, Alameda CTC complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major Federal programs for the year ended June 30, 2019."

The Alameda CTC's Comprehensive Annual Financial Report (CAFR) has been drafted to meet all Government Finance Officers Association (GFOA) requirements for an award for excellence in financial reporting and will be submitted to the GFOA in December with the hope of receiving this award once the CAFR is approved by the Commission. The Alameda CTC has been awarded the GFOA Certificate of Achievement for Excellence in Financial Reporting for its CAFRs for the past six (6) years since the agency first produced its financial statements in the form of a CAFR for the fiscal year ended June 30, 2013. A copy of the June 30, 2018 award has been included in the CAFR dated June 30, 2019, as required by the GFOA, on page xv.

Similar to Alameda CTC's previous CAFRs, this CAFR was designed to provide detailed financial information by function so that interested parties can review agency financials as a whole or at a more detailed functional level. For example, for the benefit of the Independent Watchdog Committee whose purview consists of 2000 Measure B and 2014 Measure BB activity only, these funds have been broken out in separate columns whenever possible in the fund financial statements beginning on page 18 of the Draft Audited CAFR except in the General Fund and the Debt Service Fund. There can only be one General Fund; however Alameda CTC's financial system was designed to distinguish costs related to the administration of congestion management activities from that of each of the individual sales tax measures. Therefore, a breakout of financial information for the General Fund has been provided as supplemental information beginning on page 69 of the Draft Audited

CAFR, and a breakout of financial information for the Nonmajor Governmental Funds, which are generally those funds that contain less than 10 percent of the total governmental funds' assets, liabilities, revenues or expenditures, and includes the Debt Service Fund, which also has been provided as supplemental information beginning on page 71.

In addition, within the Supplemental Information section, a breakout of the 2000 Measure B and the 2014 Measure BB Special Revenue Funds' financial information by sub-fund has been provided beginning on pages 82 and 86, respectively, of the Draft Audited CAFR.

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

Attachment:

- A. [Alameda County Transportation Commission Draft Audited Comprehensive Annual Financial Report for the Fiscal Year Ended June 30, 2019](#) *(Hyperlinked to website)*



Memorandum

8.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: November 27, 2019

TO: Alameda County Transportation Commission

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

SUBJECT: Alameda CTC FY2019-20 First Quarter Investment Report

Recommendation

It is recommended that the Commission approve the Alameda CTC FY2019-20 First Quarter Investment Report.

Summary

Alameda CTC's investments for the first 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.

Alameda CTC contracted with Public Trust Advisors (PTA) for investment advisory services at the beginning of last fiscal year, and for the first few months staff worked with PTA to improve the investment strategy for the agency's portfolio based on updated cash flow needs. PTA continues to work on transitioning to this updated investment strategy as previous investments mature by reinvesting in securities that are better aligned with the strategy. The strategy is designed to enhance the safety, liquidity, and yield of the investment portfolio by matching investments and maturities with the most current cash flow needs. Benchmarks were also 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. Implementation of the strategy is still in progress as historical securities mature and are integrated into the updated investment strategy; therefore, actual returns may vary from benchmark returns and may not align well until the updated strategy is fully implemented.

The Consolidated Investment Report as of September 30, 2019 (Attachment A) provides balance and average return on investment information for all investments held by Alameda CTC at the end of the first quarter. The report also shows balances as of June 30, 2019 for comparison purposes. The *Portfolio Review for the Quarter Ending September 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 September 30, 2019 compared to prior year-end balances:

- The 1986 Measure B investment balance increased by \$0.9 million or 0.6 percent directly related to investment earnings during the quarter.
- The 2000 Measure B investment balance increased \$4.2 million or 2.3 percent due to the accumulation of funds in the debt service fund for the required principal payment on the outstanding 2000 Measure B Bonds on March 1, 2020.
- The 2014 Measure BB investment balance increased \$5.4 million or 3.1 percent due to sales tax revenues outpacing expenditures in the first quarter. 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 \$1.7 million or 1.6 percent primarily due to deferred expenditures.

Investment yields have increased at the end of the first quarter with an approximate average return on investments of 2.3 percent through September 30, 2019 compared to the prior year's average return of 2.0 percent. Return on investments for most funds were projected for the FY2019-20 budget year at approximately 2.0 percent.

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

Attachments:

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

Alameda CTC Consolidated Investment Report As of September 30, 2019							
1986 Measure B	Un-Audited	Interest Earned				FY 2018-2019	
	Investment Balance	As of September 30, 2019				Investment Balance	Interest earned
		Interest earned	Approx. ROI	Budget	Difference	June 30, 2019	FY 2018-2019
Bank Accounts	\$ 612,174	\$ 99	0.06%			\$ 638,726	1,151
State Treasurer Pool (LAIF) ⁽¹⁾	8,218,498	49,002	2.38%			8,166,315	195,426
Investment Advisor ^{(1) (2)}	129,767,603	759,615	2.34%			128,915,249	2,586,080
1986 Measure B Total	\$ 138,598,275	\$ 808,716	2.33%	\$ 625,000	\$ 183,716	\$ 137,720,290	\$ 2,782,657
Approx. ROI							2.02%
2000 Measure B	Un-Audited	Interest Earned				FY 2018-2019	
	Investment Balance	As of September 30, 2019				Investment Balance	Interest earned
		Interest earned	Approx. ROI	Budget	Difference	June 30, 2019	FY 2018-2019
Bank Accounts	\$ 6,015,396	\$ 6,201	0.41%			\$ 12,046,053	\$ 23,914
State Treasurer Pool (LAIF) ⁽¹⁾	27,245,898	162,793	2.39%			22,766,814	486,685
Investment Advisor ^{(1) (2)}	140,410,215	819,769	2.34%			139,378,077	2,781,510
2014 Series A Bond Revenue Fund ⁽¹⁾	832	4	0.54%			827	17
2014 Series A Bond Interest Fund ^{(1) (2)}	611,697	7,242	0.58%			1,451,185	27,816
2014 Series A Bond Principal Fund ^{(1) (2)}	13,923,750	59,713	0.57%			8,065,908	244,737
Project Deferred Revenue ^{(1) (3)}	408,034	3,736	3.66%			738,432	18,467
2000 Measure B Total	\$ 188,615,822	\$ 1,059,458	2.25%	\$ 750,000	\$ 309,458	\$ 184,447,296	\$ 3,583,146
Approx. ROI							1.94%
2014 Measure BB	Un-Audited	Interest Earned				FY 2018-2019	
	Investment Balance	As of September 30, 2019				Investment Balance	Interest earned
		Interest earned	Approx. ROI	Budget	Difference	June 30, 2019	FY 2018-2019
Bank Accounts	\$ 8,185,243	\$ 6,893	0.34%			\$ 5,022,877	\$ 21,050
State Treasurer Pool (LAIF) ⁽¹⁾	59,131,566	335,157	2.27%			54,633,901	1,201,039
Investment Advisor ^{(1) (2)}	113,856,709	648,558	2.28%			113,005,286	2,302,457
Project Deferred Revenue ^{(1) (3)}	1,101,639	18,786	6.82%			4,215,382	184,891
2014 Measure BB Total	\$ 182,275,157	\$ 1,009,394	2.22%	\$ 812,500	\$ 196,894	\$ 176,877,446	\$ 3,709,437
Approx. ROI							2.10%
Non-Sales Tax	Un-Audited	Interest Earned				FY 2018-2019	
	Investment Balance	As of September 30, 2019				Investment Balance	Interest earned
		Interest earned	Approx. ROI	Budget	Difference	June 30, 2019	FY 2018-2019
Bank Accounts	\$ 8,196,271	\$ 5,921	0.29%			\$ 7,075,789	\$ 24,824
State Treasurer Pool (LAIF) ⁽¹⁾	\$ 31,508,531	191,724	2.43%			31,649,256	738,822
California Asset Management Program (CAMP)	58,743,219	340,370	2.32%			58,402,849	1,287,855
Project Deferred Revenue ^{(1) (4)}	10,168,781	56,772	2.23%			9,763,413	211,824
Non-Sales Tax Total	\$ 108,616,802	\$ 594,787	2.19%	\$ 450,000	\$ 144,787	\$ 106,891,307	\$ 2,263,325
Approx. ROI							2.12%
Alameda CTC TOTAL	\$ 618,106,056	\$ 3,472,355	2.25%	\$ 2,637,500	\$ 834,855	\$ 605,936,339	\$ 12,338,565

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 September 30, 2019**

Fixed Income Market Review and Outlook

As anticipated, U.S. economic activity downshifted in the second quarter with U.S. GDP declining to an annualized rate of 2.0% from 3.1% the prior quarter. Ongoing U.S.-China trade tensions and geopolitical uncertainties have weighed on global growth and are now being reflected in softening U.S. economic data. Notably, the Institute for Supply Management Manufacturing Index fell into contractionary territory in August (49.1) and sank further in September to 47.8 – its lowest level in 10 years. While the non-manufacturing sector has remained comparatively resilient; slowing global growth, a deepening manufacturing slowdown, and faltering business confidence foreshadow a broader deceleration.

Consistent with the general trend of slowing growth, activity in U.S. labor markets continued to moderate over the quarter. Year-to-date, payroll growth has averaged a still healthy 161,000 jobs per month but has moderated from the 220,000 job per month pace for the same period last year. The unemployment rate fell to its lowest level in over 50 years, however, the trend towards slower growth suggests labor markets will provide less of a tailwind to consumer spending than in earlier stages of the recovery. From an inflation perspective, consumer prices have trended higher in recent months but do not represent an imminent policy concern for the Federal Reserve. Core CPI has risen to an annual rate of 2.4%, however, the Fed's preferred measure (core PCE) has remained comparatively subdued rising to an annual rate of 1.77%.

In an effort to support the slowing U.S. expansion, the Fed reduced interest rates two times over the quarter by 25 basis points at its July and September Federal Open Market Committee meetings. The key policy rate now stands at a target range of 1.75% - 2.00%. In a more unexpected development, the Fed was forced to intervene in the usually unremarkable repo market wherein market participants raise short-term cash via collateralized borrowings. Repo rates, which generally follow the target fed funds rate, spiked on September 17th in response to a shortage of liquidity in funding markets. The Fed countered these disruptions with a series of liquidity injections that stabilized markets but prompted discussions regarding the need for a standing overnight Fed repo facility and the potential resumption of Fed bond purchases designed to inject reserves into the banking system similar to previous quantitative easing efforts. Looking forward, the Fed's September 2019 "Dot Plot" (the method used by the Feds to convey the benchmark federal funds rate outlook) reflected median expectations for no additional rate hikes through 2020. However, market implied probabilities of those same expectations remain less sanguine, reflecting expectations of between two and three additional 25 basis point rate cuts through 2020.

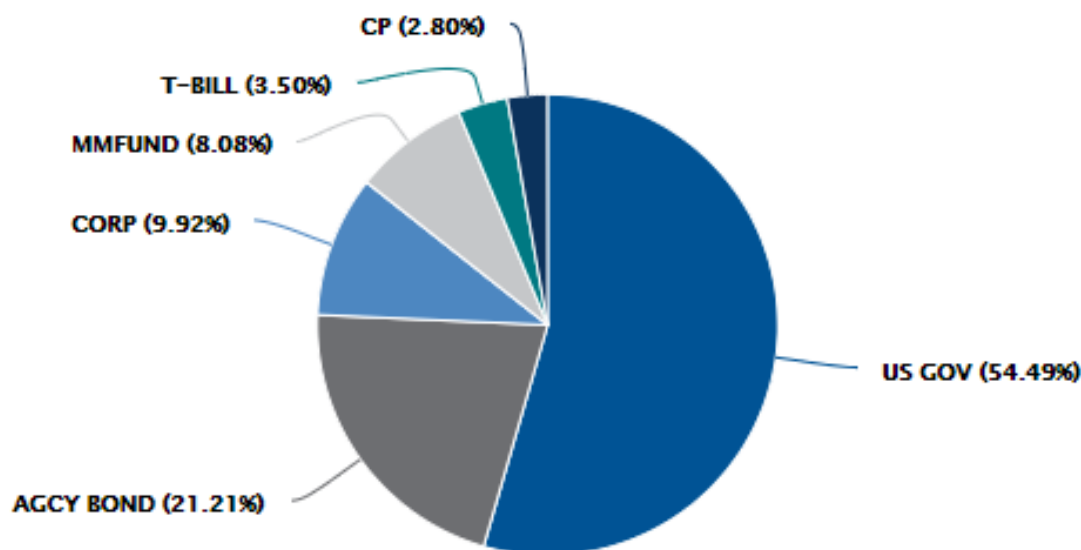
U.S. Treasury yields continued to trend lower over the quarter as ongoing trade tensions, global growth concerns, and geopolitical risks were met with the release of transcripts from President Trump's summer telephone conversation with Ukrainian President Volodymyr Zelensky and the related announcement of a House impeachment inquiry. For the quarter, 2-year Treasury yields fell 13 basis points (0.13%) to 1.62% and have fallen 120 basis points (1.20%) versus levels from one year ago. Ten-year Treasury yields fell 34 basis points (0.34%) to 1.37% over the quarter and are down 140 basis points (1.40%) versus levels from one year ago.

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 as current holdings mature rather than immediately.

Portfolio Allocation

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



Money Market Fund:	8.08%
U.S. Treasury Notes/Bonds:	54.49%
U.S. Treasury Bills:	3.50%
U.S. Agency Bonds:	21.21%
U.S. Corporate Bonds:	9.92%
Commercial Paper:	2.80%

Compliance with Investment Policy Statement

For the quarter ending September 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 September 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 generally realized 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: 0.68%	Portfolio Return: 0.61%	Portfolio Return: 0.59%
Benchmark Return: 0.58%	Benchmark Return: 0.56%	Benchmark Return: 0.63%

¹Note: 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 1.66, 1.32, and 0.45 respectively, compared to average benchmark durations of 1.41, 0.94, and 0.45 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 September 30, 2019 is summarized below:

Portfolio & Benchmark Yield to Maturity

1986 Measure B Portfolio	2000 Measure B Portfolio	2014 Measure BB Portfolio
Portfolio YTM: 1.75%	Portfolio YTM: 1.79%	Portfolio YTM: 1.88%
Benchmark YTM: 1.73 %	Benchmark YTM: 1.85%	Benchmark YTM: 1.83%

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 September 30, 2019, the weighted average maturity for the Interest Fund and Principal Fund were 0.39 and 0.38 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 September 30, 2019 are summarized below:

Portfolio & Comparable Maturity U.S. Treasury Security Yield to Maturity

Interest Fund Portfolio	Principal Fund Portfolio
Portfolio YTM: 1.82%	Portfolio YTM: 1.90%
Comparable TSY YTM: 1.82%	Comparable TSY YTM: 1.82%

For the quarter ending September 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

ACTC 1986 Measure B (159781)

Base Currency: USD As of 09/30/2019

Dated: 10/04/2019

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	99.7728	1,995,456.96	1,993,156.00	1,997,686.89	1.745	1.521%	AA+	Aaa
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G0H55	12/28/2020	1,000,000.00	100.1146	1,001,146.07	995,700.00	998,230.10	2.022	0.763%	AA+	Aaa
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G0S38	01/05/2022	5,800,000.00	100.7155	5,841,500.57	5,705,283.80	5,727,739.58	2.575	4.452%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130ACE26	09/28/2020	1,400,000.00	99.5444	1,393,622.06	1,364,860.00	1,386,089.62	2.413	1.062%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AE6V7	05/07/2020	5,200,000.00	100.4104	5,221,341.84	5,196,152.00	5,198,760.72	2.570	3.979%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AECJ7	05/28/2020	5,000,000.00	100.4867	5,024,335.65	5,005,300.00	5,001,744.86	2.570	3.829%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130ADRG9	03/10/2023	4,600,000.00	103.5096	4,761,441.32	4,613,018.00	4,610,806.75	2.677	3.629%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AFE78	12/09/2022	5,300,000.00	104.0288	5,513,527.35	5,367,787.00	5,355,535.76	2.651	4.202%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AFFN2	12/10/2021	3,300,000.00	102.8873	3,395,281.43	3,335,475.00	3,326,857.73	2.611	2.588%	AA+	Aaa
---	---	09/02/2021	33,600,000.00	101.6557	34,147,653.25	33,576,731.80	33,603,452.00	2.531	26.025%	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	09/30/2019	724.14	1.0000	724.14	724.14	724.14	0.000	0.001%	AAA	Aaa
Receivable	CCYUSD	09/30/2019	724.14	1.0000	724.14	724.14	724.14	0.000	0.001%	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	1,300,000.00	103.1397	1,340,815.66	1,316,588.00	1,313,175.61	2.834	1.022%	AA-	Aa3
STATE STREET CORP	857477AS2	08/18/2020	1,000,000.00	100.4724	1,004,723.63	1,008,800.00	1,002,921.24	2.206	0.766%	A	A1
STATE STREET CORP	857477AS2	08/18/2020	1,000,000.00	100.4724	1,004,723.63	994,500.00	998,040.93	2.781	0.766%	A	A1
PFIZER INC	717081DZ3	12/15/2021	1,300,000.00	100.5507	1,307,159.31	1,301,768.00	1,301,552.30	2.143	0.996%	AA-	A1
PEPSICO INC	713448DC9	10/14/2020	2,000,000.00	100.1833	2,003,666.04	1,997,540.00	1,999,092.17	2.195	1.527%	A+	A1
PEPSICO INC	713448BW7	08/25/2021	1,300,000.00	102.1332	1,327,732.11	1,323,959.00	1,320,629.71	2.139	1.012%	A+	A1
ORACLE CORP	68389XBA2	07/08/2021	1,300,000.00	101.4328	1,318,626.97	1,300,949.00	1,300,711.20	2.767	1.005%	A+	A1
MICROSOFT CORP	594918BG8	11/03/2020	1,000,000.00	100.1660	1,001,659.59	996,730.00	998,753.84	2.118	0.763%	AAA	Aaa
KIMBERLY-CLARK CORP	494368BP7	03/01/2020	1,000,000.00	99.8457	998,456.88	998,950.00	999,002.50	2.089	0.761%	A	A2
JOHN DEERE CAPITAL CORP	24422ETS8	06/22/2020	1,000,000.00	99.9951	999,951.30	999,680.00	999,700.35	1.990	0.762%	A	A2
HOME DEPOT INC	437076AT9	09/15/2020	2,000,000.00	101.3783	2,027,566.62	2,056,240.00	2,017,869.36	2.638	1.545%	A	A2
CATERPILLAR FINANCIAL SERVICES CORP	14912L6J5	03/05/2020	2,000,000.00	100.0370	2,000,739.04	1,993,326.00	1,996,115.13	2.460	1.525%	A	A3
BERKSHIRE HATHAWAY FINANCE CORP	084664BZ3	10/15/2020	1,000,000.00	101.1232	1,011,231.79	1,006,310.00	1,002,492.52	2.650	0.771%	AA	Aa2
APPLE INC	037833CK4	02/07/2020	2,000,000.00	99.9845	1,999,690.46	1,993,200.00	1,998,871.04	2.064	1.524%	AA+	Aa1
AMERICAN HONDA FINANCE CORP	02665WAZ4	09/24/2020	1,500,000.00	100.4930	1,507,394.86	1,490,505.00	1,494,212.73	2.853	1.149%	A	A2
---	---	11/06/2020	20,700,000.00	100.7529	20,854,137.89	20,779,045.00	20,743,140.62	2.400	15.893%	A+	A1

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	89233GCP9	03/23/2020	1,000,000.00	99.0074	990,074.00	990,105.28	990,381.67	2.010	0.755%	A-1+	P-1
Toyota Motor Credit Corporation	89233GCP9	03/23/2020	1,000,000.00	99.0074	990,074.00	990,105.28	990,381.67	2.010	0.755%	A-1+	P-1

MMFUND

Holdings by Security Type ACTC

ACTC 1986 Measure B (159781)

Base Currency: USD As of 09/30/2019

Dated: 10/04/2019

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
MORG STAN I LQ:GV I	61747C707	09/30/2019	3,258,322.53	1.0000	3,258,322.53	3,258,322.53	3,258,322.53	1.800	2.483%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	09/30/2019	3,258,322.53	1.0000	3,258,322.53	3,258,322.53	3,258,322.53	1.800	2.483%	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	9128284P2	05/15/2021	4,000,000.00	101.4414	4,057,656.00	3,997,031.24	3,998,374.19	2.651	3.092%	AA+	Aaa
UNITED STATES TREASURY	912828A42	11/30/2020	5,000,000.00	100.2188	5,010,940.00	4,926,757.80	4,966,085.68	2.605	3.819%	AA+	Aaa
UNITED STATES TREASURY	912828ND8	05/15/2020	5,000,000.00	101.0039	5,050,195.00	5,089,257.80	5,029,449.88	2.522	3.849%	AA+	Aaa
UNITED STATES TREASURY	912828NT3	08/15/2020	1,500,000.00	100.6562	1,509,843.00	1,539,667.97	1,512,261.71	1.663	1.151%	AA+	Aaa
UNITED STATES TREASURY	912828VZ0	09/30/2020	1,000,000.00	100.1758	1,001,758.00	990,820.31	996,473.07	2.366	0.763%	AA+	Aaa
UNITED STATES TREASURY	912828L57	09/30/2022	5,300,000.00	100.4961	5,326,293.30	5,156,734.38	5,183,967.57	2.519	4.059%	AA+	Aaa
UNITED STATES TREASURY	9128285A4	09/15/2021	3,900,000.00	102.1367	3,983,331.30	3,923,765.63	3,917,481.92	2.511	3.036%	AA+	Aaa
UNITED STATES TREASURY	912828XW5	06/30/2022	5,700,000.00	100.4375	5,724,937.50	5,557,500.00	5,586,565.47	2.510	4.363%	AA+	Aaa
UNITED STATES TREASURY	9128285R7	12/15/2021	2,650,000.00	102.2031	2,708,382.15	2,665,320.31	2,662,335.83	2.405	2.064%	AA+	Aaa
UNITED STATES TREASURY	912828G87	12/31/2021	2,650,000.00	101.0898	2,678,879.70	2,629,814.45	2,633,684.84	2.409	2.042%	AA+	Aaa
UNITED STATES TREASURY	912828F21	09/30/2021	2,500,000.00	100.9180	2,522,950.00	2,488,769.53	2,491,010.70	2.311	1.923%	AA+	Aaa
UNITED STATES TREASURY	9128286C9	02/15/2022	2,900,000.00	102.0195	2,958,565.50	2,916,992.20	2,914,046.89	2.288	2.255%	AA+	Aaa
UNITED STATES TREASURY	912828WR7	06/30/2021	2,075,000.00	100.7422	2,090,400.65	2,063,895.51	2,066,210.09	2.375	1.593%	AA+	Aaa
UNITED STATES TREASURY	912828F96	10/31/2021	2,075,000.00	100.6992	2,089,538.48	2,056,438.48	2,059,795.14	2.365	1.592%	AA+	Aaa
UNITED STATES TREASURY	912828A83	12/31/2020	1,900,000.00	100.7070	1,913,433.00	1,900,000.00	1,900,000.00	2.374	1.458%	AA+	Aaa
UNITED STATES TREASURY	9128284B3	03/15/2021	1,900,000.00	100.8906	1,916,921.40	1,900,667.96	1,900,522.37	2.355	1.461%	AA+	Aaa
UNITED STATES TREASURY	912828WG1	04/30/2021	1,900,000.00	100.8008	1,915,215.20	1,896,585.95	1,897,282.89	2.343	1.460%	AA+	Aaa
UNITED STATES TREASURY	9128283X6	02/15/2021	1,900,000.00	100.6523	1,912,393.70	1,896,289.07	1,897,132.72	2.362	1.457%	AA+	Aaa
UNITED STATES TREASURY	912828G95	12/31/2019	1,000,000.00	99.9141	999,141.00	995,507.81	998,116.18	2.394	0.761%	AA+	Aaa
UNITED STATES TREASURY	912828XD7	05/31/2022	1,725,000.00	100.7344	1,737,668.40	1,727,425.78	1,727,173.37	1.826	1.324%	AA+	Aaa
UNITED STATES TREASURY	912828XH8	06/30/2020	1,000,000.00	99.8242	998,242.00	996,171.88	997,072.61	2.023	0.761%	AA+	Aaa
UNITED STATES TREASURY	9128286Y1	06/15/2022	2,200,000.00	100.4531	2,209,968.20	2,197,765.61	2,197,936.84	1.786	1.684%	AA+	Aaa
UNITED STATES TREASURY	912828XW5	06/30/2022	2,200,000.00	100.4375	2,209,625.00	2,196,992.18	2,197,219.50	1.797	1.684%	AA+	Aaa
UNITED STATES TREASURY	9128287F1	07/31/2021	2,600,000.00	100.1406	2,603,655.60	2,610,460.94	2,609,842.99	1.539	1.984%	AA+	Aaa
UNITED STATES TREASURY	912828RC6	08/15/2021	2,600,000.00	100.8086	2,621,023.60	2,629,046.89	2,627,366.49	1.552	1.998%	AA+	Aaa
UNITED STATES TREASURY	9128287C8	07/15/2022	2,100,000.00	100.3945	2,108,284.50	2,105,906.25	2,105,877.38	1.647	1.607%	AA+	Aaa
UNITED STATES TREASURY	9128282S8	08/31/2022	2,100,000.00	100.0859	2,101,803.90	2,099,015.63	2,099,020.23	1.641	1.602%	AA+	Aaa
UNITED STATES TREASURY	---	09/08/2021	71,375,000.00	100.8251	71,961,016.00	71,154,601.56	71,172,306.55	2.267	54.843%	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
---	---	06/28/2021	129,934,046.67	98.5494	131,211,927.81	129,759,530.31	129,768,327.51	2.343	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 09/30/2019

ACTC 2000 Measure B (159783)

Dated: 10/04/2019

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	99.8778	2,996,334.00	2,958,420.00	2,993,520.00	2.249	2.116%	AA+	Aaa
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G0T29	02/28/2020	3,000,000.00	99.8296	2,994,887.82	2,953,842.00	2,990,580.00	2.286	2.115%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130A0JR2	12/13/2019	3,500,000.00	100.0904	3,503,163.09	3,533,005.00	3,503,278.05	1.895	2.474%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AECJ7	05/28/2020	4,000,000.00	100.4867	4,019,468.52	4,004,240.00	4,001,386.38	2.570	2.838%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AFE78	12/09/2022	3,500,000.00	104.0288	3,641,008.63	3,544,765.00	3,536,674.56	2.651	2.571%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AFFN2	12/10/2021	6,500,000.00	102.8873	6,687,675.54	6,569,875.00	6,552,901.58	2.611	4.722%	AA+	Aaa
FEDERAL FARM CREDIT BANKS FUNDING CORP	3133EH2S1	12/12/2019	3,500,000.00	100.0073	3,500,255.88	3,498,950.00	3,499,897.00	1.890	2.472%	AA+	Aaa
FEDERAL FARM CREDIT BANKS FUNDING CORP	3133EJHL6	03/27/2020	4,000,000.00	100.2718	4,010,870.04	3,999,920.00	3,999,980.52	2.376	2.832%	AA+	Aaa
---	---	11/05/2020	31,000,000.00	101.1672	31,353,663.52	31,063,017.00	31,078,218.09	2.352	22.139%	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	09/30/2019	1,127.76	1.0000	1,127.76	1,127.76	1,127.76	0.000	0.001%	AAA	Aaa
Receivable	CCYUSD	09/30/2019	1,127.76	1.0000	1,127.76	1,127.76	1,127.76	0.000	0.001%	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	103.1397	1,392,385.49	1,367,226.00	1,363,682.37	2.834	0.983%	AA-	Aa3
ORACLE CORP	68389XAX3	10/08/2019	2,000,000.00	100.0018	2,000,036.54	2,010,320.00	2,000,110.29	1.955	1.412%	A+	A1
ORACLE CORP	68389XBA2	07/08/2021	1,350,000.00	101.4328	1,369,343.39	1,350,985.50	1,350,738.55	2.767	0.967%	A+	A1
CISCO SYSTEMS INC	17275RBD3	02/28/2021	1,350,000.00	100.5177	1,356,989.21	1,357,614.00	1,357,066.23	1.821	0.958%	AA-	A1
BRANCH BANKING AND TRUST CO	07330NAN5	01/15/2020	2,500,000.00	99.9825	2,499,563.23	2,494,450.00	2,499,219.76	2.210	1.765%	A	A1
APPLE INC	037833CM0	02/09/2022	1,350,000.00	101.5061	1,370,332.88	1,341,454.50	1,343,122.11	2.726	0.968%	AA+	Aa1
AMERICAN HONDA FINANCE CORP	02665WAZ4	09/24/2020	1,350,000.00	100.4930	1,356,655.38	1,341,454.50	1,344,791.45	2.853	0.958%	A	A2
AMERICAN HONDA FINANCE CORP	02665WAZ4	09/24/2020	1,150,000.00	100.4930	1,155,669.40	1,155,600.50	1,155,333.10	1.970	0.816%	A	A2
---	---	11/12/2020	12,400,000.00	100.8241	12,500,975.51	12,419,105.00	12,414,063.86	2.359	8.827%	A+	A1

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	89233GFG6	06/16/2020	2,000,000.00	98.5744	1,971,488.00	1,970,778.34	1,971,653.90	1.994	1.392%	A-1+	P-1
Toyota Motor Credit Corporation	89233GFG6	06/16/2020	2,000,000.00	98.5744	1,971,488.00	1,970,778.34	1,971,653.90	1.994	1.392%	A-1+	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	09/30/2019	2,416,854.68	1.0000	2,416,854.68	2,416,854.68	2,416,854.68	1.800	1.707%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	09/30/2019	2,416,854.68	1.0000	2,416,854.68	2,416,854.68	2,416,854.68	1.800	1.707%	AAAm	Aaa

T-BILL

Holdings by Security Type ACTC

ACTC 2000 Measure B (159783)

Base Currency: USD As of 09/30/2019

Dated: 10/04/2019

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	912796SY6	12/26/2019	1,500,000.00	99.5736	1,493,604.00	1,492,031.25	1,493,146.88	1.955	1.055%	A-1+	P-1
UNITED STATES TREASURY	912796SY6	12/26/2019	1,500,000.00	99.5736	1,493,604.00	1,492,031.25	1,493,146.88	1.955	1.055%	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	9128283S7	01/31/2020	3,500,000.00	100.0273	3,500,955.50	3,490,566.42	3,498,423.43	2.138	2.472%	AA+	Aaa
UNITED STATES TREASURY	9128284Q0	05/31/2020	3,500,000.00	100.4023	3,514,080.50	3,499,316.42	3,499,772.76	2.510	2.481%	AA+	Aaa
UNITED STATES TREASURY	912828G95	12/31/2019	3,500,000.00	99.9141	3,496,993.50	3,485,781.25	3,498,281.67	1.826	2.469%	AA+	Aaa
UNITED STATES TREASURY	912828ND8	05/15/2020	2,288,000.00	101.0039	2,310,969.23	2,328,844.37	2,301,476.27	2.522	1.632%	AA+	Aaa
UNITED STATES TREASURY	912828U73	12/15/2019	3,500,000.00	99.8945	3,496,307.50	3,469,511.71	3,496,897.39	1.816	2.469%	AA+	Aaa
UNITED STATES TREASURY	912828UV0	03/31/2020	2,000,000.00	99.6328	1,992,656.00	1,952,343.76	1,988,691.74	2.294	1.407%	AA+	Aaa
UNITED STATES TREASURY	912828A83	12/31/2020	7,500,000.00	100.7070	7,553,025.00	7,477,441.43	7,485,561.26	2.533	5.333%	AA+	Aaa
UNITED STATES TREASURY	912828C57	03/31/2021	7,500,000.00	100.7344	7,555,080.00	7,455,175.73	7,469,503.89	2.530	5.335%	AA+	Aaa
UNITED STATES TREASURY	912828L65	09/30/2020	6,500,000.00	99.5625	6,471,562.50	6,372,031.25	6,424,905.79	2.565	4.570%	AA+	Aaa
UNITED STATES TREASURY	912828WR7	06/30/2021	7,500,000.00	100.7422	7,555,665.00	7,430,566.43	7,450,504.34	2.516	5.335%	AA+	Aaa
UNITED STATES TREASURY	912828G95	12/31/2019	500,000.00	99.9141	499,570.50	495,546.88	498,835.53	2.577	0.353%	AA+	Aaa
UNITED STATES TREASURY	912828XW5	06/30/2022	4,000,000.00	100.4375	4,017,500.00	3,900,000.00	3,920,396.82	2.510	2.837%	AA+	Aaa
UNITED STATES TREASURY	912828S35	06/30/2023	500,000.00	99.2695	496,347.50	476,250.00	479,769.61	2.522	0.350%	AA+	Aaa
UNITED STATES TREASURY	9128284B3	03/15/2021	2,200,000.00	100.8906	2,219,593.20	2,196,906.25	2,197,737.22	2.448	1.567%	AA+	Aaa
UNITED STATES TREASURY	912828A83	12/31/2020	2,200,000.00	100.7070	2,215,554.00	2,196,046.89	2,197,229.19	2.478	1.564%	AA+	Aaa
UNITED STATES TREASURY	9128285R7	12/15/2021	2,400,000.00	102.2031	2,452,874.40	2,413,875.00	2,411,172.08	2.405	1.732%	AA+	Aaa
UNITED STATES TREASURY	9128283X6	02/15/2021	2,200,000.00	100.6523	2,214,350.60	2,191,062.50	2,193,559.37	2.469	1.564%	AA+	Aaa
UNITED STATES TREASURY	912828WR7	06/30/2021	2,300,000.00	100.7422	2,317,070.60	2,284,457.04	2,288,095.55	2.431	1.636%	AA+	Aaa
UNITED STATES TREASURY	912828WN6	05/31/2021	2,300,000.00	100.4648	2,310,690.40	2,278,527.34	2,283,741.75	2.438	1.632%	AA+	Aaa
UNITED STATES TREASURY	912828WG1	04/30/2021	2,300,000.00	100.8008	2,318,418.40	2,290,656.25	2,293,016.39	2.448	1.637%	AA+	Aaa
UNITED STATES TREASURY	912828RC6	08/15/2021	2,300,000.00	100.8086	2,318,597.80	2,283,828.13	2,287,415.75	2.427	1.637%	AA+	Aaa
UNITED STATES TREASURY	912828F21	09/30/2021	2,300,000.00	100.9180	2,321,114.00	2,283,378.91	2,286,882.82	2.421	1.639%	AA+	Aaa
UNITED STATES TREASURY	912828G53	11/30/2021	2,400,000.00	100.5273	2,412,655.20	2,366,718.74	2,373,300.73	2.408	1.704%	AA+	Aaa
UNITED STATES TREASURY	912828Y20	07/15/2021	2,300,000.00	101.6250	2,337,375.00	2,310,062.50	2,307,748.60	2.429	1.650%	AA+	Aaa
UNITED STATES TREASURY	912828G87	12/31/2021	2,400,000.00	101.0898	2,426,155.20	2,381,718.74	2,385,224.00	2.409	1.713%	AA+	Aaa
UNITED STATES TREASURY	912828A42	11/30/2020	2,100,000.00	100.2188	2,104,594.80	2,087,285.15	2,091,091.24	2.373	1.486%	AA+	Aaa
UNITED STATES TREASURY	9128285G1	10/31/2020	1,200,000.00	101.1250	1,213,500.00	1,210,968.74	1,208,134.12	2.233	0.857%	AA+	Aaa
UNITED STATES TREASURY	912828XH8	06/30/2020	3,000,000.00	99.8242	2,994,726.00	2,988,515.64	2,991,217.84	2.023	2.115%	AA+	Aaa
UNITED STATES TREASURY	912828XW5	06/30/2022	1,950,000.00	100.4375	1,958,531.25	1,947,333.98	1,947,535.47	1.797	1.383%	AA+	Aaa
UNITED STATES TREASURY	9128286Y1	06/15/2022	1,950,000.00	100.4531	1,958,835.45	1,948,019.52	1,948,171.30	1.786	1.383%	AA+	Aaa
UNITED STATES TREASURY	912828N89	01/31/2021	985,000.00	99.4766	979,844.51	981,344.72	981,576.24	1.640	0.692%	AA+	Aaa
UNITED STATES TREASURY	912828VZ0	09/30/2020	350,000.00	100.1758	350,615.30	350,423.83	350,407.10	1.881	0.248%	AA+	Aaa
UNITED STATES TREASURY	---	02/26/2021	91,423,000.00	100.5100	91,885,808.84	90,824,505.51	91,036,277.23	2.358	64.880%	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
---	---	01/06/2021	140,740,982.44	98.9556	141,623,522.31	140,187,419.53	140,411,342.40	2.338	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 09/30/2019

Dated: 10/04/2019

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	99.7085	2,991,254.97	2,944,563.00	2,984,907.99	2.312	2.625%	AA+	Aaa
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G0A78	01/21/2020	2,523,000.00	99.9126	2,520,793.84	2,499,258.57	2,519,312.01	2.114	2.212%	AA+	Aaa
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G0T29	02/28/2020	2,000,000.00	99.8296	1,996,591.88	1,969,074.00	1,993,688.57	2.290	1.752%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130A0JR2	12/13/2019	2,000,000.00	100.0904	2,001,807.48	2,018,860.00	2,001,873.17	1.895	1.757%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130ADUJ9	03/30/2020	3,000,000.00	100.2518	3,007,553.91	3,001,359.00	3,000,341.16	2.351	2.639%	AA+	Aaa
FEDERAL FARM CREDIT BANKS FUNDING CORP	3133EH2S1	12/12/2019	2,000,000.00	100.0073	2,000,146.22	1,999,400.00	1,999,940.82	1.890	1.755%	AA+	Aaa
FEDERAL FARM CREDIT BANKS FUNDING CORP	3133EJHL6	03/27/2020	2,000,000.00	100.2718	2,005,435.02	1,999,960.00	1,999,990.26	2.376	1.760%	AA+	Aaa
---	---	02/22/2020	16,523,000.00	100.0036	16,523,583.32	16,432,474.57	16,500,053.98	2.192	14.499%	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	09/30/2019	3,364.58	1.0000	3,364.58	3,364.58	3,364.58	0.000	0.003%	AAA	Aaa
Receivable	CCYUSD	09/30/2019	3,364.58	1.0000	3,364.58	3,364.58	3,364.58	0.000	0.003%	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	99.9760	999,760.00	992,800.00	999,608.42	2.373	0.877%	AA-	Aa3
INTEL CORP	458140AZ3	05/11/2020	1,000,000.00	99.9281	999,280.63	985,900.00	995,873.62	2.548	0.877%	A+	A1
APPLE INC	037833CK4	02/07/2020	3,000,000.00	99.9845	2,999,535.69	2,989,800.00	2,998,306.56	2.064	2.632%	AA+	Aa1
---	---	02/06/2020	5,000,000.00	99.9715	4,998,576.32	4,968,500.00	4,993,788.61	2.223	4.386%	AA	Aa2

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	99.7906	2,245,288.50	2,206,791.88	2,244,538.75	2.612	1.970%	A-1+	P-1
Toyota Motor Credit Corporation	89233HZH0	12/17/2019	1,150,000.00	99.5408	1,144,719.20	1,144,687.00	1,145,129.75	1.994	1.004%	A-1+	P-1
J.P. Morgan Securities LLC	46640QY54	11/05/2019	4,500,000.00	99.7803	4,490,113.50	4,411,556.24	4,488,406.25	2.694	3.940%	A-1	P-1
---	---	11/11/2019	7,900,000.00	99.7484	7,880,121.20	7,763,035.12	7,878,074.75	2.569	6.915%	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	09/30/2019	25,575,822.97	1.0000	25,575,822.97	25,575,822.97	25,575,822.97	1.800	22.442%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	09/30/2019	25,575,822.97	1.0000	25,575,822.97	25,575,822.97	25,575,822.97	1.800	22.442%	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	912796SY6	12/26/2019	8,225,000.00	99.5736	8,189,928.60	8,144,946.32	8,184,502.26	2.116	7.187%	A-1+	P-1
UNITED STATES TREASURY	912796SY6	12/26/2019	3,875,000.00	99.5736	3,858,477.00	3,854,414.06	3,857,296.09	1.955	3.386%	A-1+	P-1
UNITED STATES TREASURY	912796SY6	12/26/2019	12,100,000.00	99.5736	12,048,405.60	11,999,360.38	12,041,798.35	2.064	10.572%	A-1+	P-1

Holdings by Security Type ACTC

ACTC 2014 Measure BB (159782)

Base Currency: USD As of 09/30/2019

Dated: 10/04/2019

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	912828MP2	02/15/2020	2,102,000.00	100.6172	2,114,973.54	2,164,485.23	2,113,475.17	2.130	1.856%	AA+	Aaa
UNITED STATES TREASURY	912828ND8	05/15/2020	2,888,000.00	101.0039	2,916,992.63	2,939,555.31	2,905,010.25	2.522	2.560%	AA+	Aaa
UNITED STATES TREASURY	912828G95	12/31/2019	2,000,000.00	99.9141	1,998,282.00	1,991,875.00	1,999,018.09	1.826	1.753%	AA+	Aaa
UNITED STATES TREASURY	912828G95	12/31/2019	1,375,000.00	99.9141	1,373,818.88	1,364,150.40	1,371,924.26	2.538	1.206%	AA+	Aaa
UNITED STATES TREASURY	912828XH8	06/30/2020	25,920,000.00	99.8242	25,874,432.64	25,820,775.13	25,844,122.16	2.023	22.704%	AA+	Aaa
UNITED STATES TREASURY	912828X21	04/15/2020	3,000,000.00	99.8008	2,994,024.00	2,952,421.89	2,987,282.38	2.309	2.627%	AA+	Aaa
UNITED STATES TREASURY	9128283H1	11/30/2019	2,650,000.00	99.9490	2,648,648.50	2,622,982.43	2,647,052.63	2.444	2.324%	AA+	Aaa
UNITED STATES TREASURY	9128283Y4	02/29/2020	3,000,000.00	100.1406	3,004,218.00	2,998,710.93	2,999,718.31	2.273	2.636%	AA+	Aaa
UNITED STATES TREASURY	9128284C1	03/31/2020	4,000,000.00	100.1758	4,007,032.00	3,998,281.24	3,999,566.74	2.272	3.516%	AA+	Aaa
UNITED STATES TREASURY	---	05/06/2020	46,935,000.00	99.9960	46,932,422.19	46,853,237.55	46,867,169.98	2.145	41.182%	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
---	---	02/06/2020	114,037,187.55	77.7708	113,962,296.18	113,595,795.17	113,860,073.22	2.099	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 09/30/2019

Dated: 10/04/2019

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	09/30/2019	675.04	1.0000	675.04	675.04	675.04	0.000	0.110%	AAA	Aaa
Receivable	CCYUSD	09/30/2019	675.04	1.0000	675.04	675.04	675.04	0.000	0.110%	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	09/30/2019	6,165.37	1.0000	6,165.37	6,165.37	6,165.37	1.800	1.007%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	09/30/2019	6,165.37	1.0000	6,165.37	6,165.37	6,165.37	1.800	1.007%	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	912796TG4	02/20/2020	610,000.00	99.2939	605,692.79	605,374.52	605,531.85	1.902	98.883%	A-1+	P-1
UNITED STATES TREASURY	912796TG4	02/20/2020	610,000.00	99.2939	605,692.79	605,374.52	605,531.85	1.902	98.883%	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
---	---	02/18/2020	616,840.41	98.1962	612,533.20	612,214.93	612,372.26	1.899	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 09/30/2019

Dated: 10/04/2019

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	99.2691	2,337,787.56	2,303,033.00	2,332,549.00	2.442	16.772%	A-1+	P-1
FEDERAL HOME LOAN BANKS	313384TJ8	02/21/2020	2,355,000.00	99.2691	2,337,787.56	2,303,033.00	2,332,549.00	2.442	16.772%	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	09/30/2019	205.60	1.0000	205.60	205.60	205.60	0.000	0.001%	AAA	Aaa
Receivable	CCYUSD	09/30/2019	205.60	1.0000	205.60	205.60	205.60	0.000	0.001%	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	09/30/2019	4,076.38	1.0000	4,076.38	4,076.38	4,076.38	1.800	0.029%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	09/30/2019	4,076.38	1.0000	4,076.38	4,076.38	4,076.38	1.800	0.029%	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	912796TG4	02/20/2020	2,015,000.00	99.2939	2,000,772.08	1,996,976.94	2,000,375.57	1.888	14.354%	A-1+	P-1
UNITED STATES TREASURY	912796TG4	02/20/2020	1,940,000.00	99.2939	1,926,301.66	1,925,289.47	1,925,789.83	1.902	13.820%	A-1+	P-1
UNITED STATES TREASURY	912796TG4	02/20/2020	3,955,000.00	99.2939	3,927,073.75	3,922,266.41	3,926,165.40	1.895	28.175%	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	912828W22	02/15/2020	1,935,000.00	99.7852	1,930,843.62	1,919,202.54	1,927,588.18	2.412	13.853%	AA+	Aaa
UNITED STATES TREASURY	912828W22	02/15/2020	1,935,000.00	99.7852	1,930,843.62	1,921,243.36	1,927,806.64	2.382	13.853%	AA+	Aaa
UNITED STATES TREASURY	912828MP2	02/15/2020	1,880,000.00	100.6172	1,891,603.36	1,898,285.94	1,890,751.82	2.073	13.571%	AA+	Aaa
UNITED STATES TREASURY	912828W22	02/15/2020	1,920,000.00	99.7852	1,915,875.84	1,912,275.00	1,914,812.13	2.107	13.745%	AA+	Aaa
UNITED STATES TREASURY	---	02/15/2020	7,670,000.00	99.9909	7,669,166.44	7,651,006.84	7,660,958.77	2.244	55.022%	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	13,984,281.98	99.6435	13,938,309.73	13,880,588.23	13,923,955.15	2.179	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 09/30/2019

Dated: 10/04/2019

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	09/30/2019	1.36	1.0000	1.36	1.36	1.36	0.000	0.163%	AAA	Aaa
Receivable	CCYUSD	09/30/2019	1.36	1.0000	1.36	1.36	1.36	0.000	0.163%	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	09/30/2019	831.87	1.0000	831.87	831.87	831.87	1.800	99.837%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	09/30/2019	831.87	1.0000	831.87	831.87	831.87	1.800	99.837%	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
---	---	09/30/2019	833.23	1.0000	833.23	833.23	833.23	1.797	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.

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Memorandum

8.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: November 27, 2019

TO: Alameda County Transportation Commission

FROM: Patricia Reavey, Deputy Executive Director of Finance and Administration
Yoana Navarro, Accounting Manager

SUBJECT: Alameda CTC FY2019-20 First Quarter Consolidated Financial Report

Recommendation

It is recommended that the Commission approve the Alameda CTC FY2019-20 First Quarter Consolidated Financial Report.

Summary

Alameda CTC's expenditures through September 30, 2019 are within year-to-date budget authority per the currently adopted budget. The agency remains in a strong financial position compared to budget through the first quarter of FY2019-20.

The attached FY2019-20 First Quarter Financial Report has been prepared on a consolidated basis and is compared to the currently adopted budget on a year-to-date basis. This report provides a summary of FY2019-20 actual revenues and expenditures through September 30, 2019. Variances from the year-to-date budget are demonstrated as a percentage of the budget used by line item as well as stating either a favorable or unfavorable variance in dollars. Percentages over 100 percent indicate that actual revenue or expenditure items are more than 25 percent of the total annual budget through the first quarter of the fiscal year, and percentages under 100 percent indicate that actual revenue or expenditure items are less than 25 percent of the total annual budget through the first quarter of the fiscal year. As of September 30, 2019, Alameda CTC activity for the fiscal year results in a net increase in fund balance in the amount of \$23.2 million. While various funds contributed to this increase in a small way, the most significant contribution was from the Measure BB Special Revenue Fund which collected sales tax revenues, but spent down only a fraction while agreements are put into place to account for the discretionary programming in the 2020 Capital Investment Plan.

Background

The following are highlights of actual revenues and expenditures compared to budget as of September 30, 2019 by major category:

Revenues

Sales tax revenues are over budget by \$6.5 million, or 8.2 percent, and investment income is over budget by \$0.8 million or 28.7 percent as interest rates temporarily rose slightly during the last quarter of FY2018-19 and the first quarter of FY2019-20. However, we have begun to see a leveling of the market rate back to the rate originally projected during the budget process. Grant revenues are under budget by \$5.5 million mostly related to timing on capital projects. Grant revenues are recognized on a reimbursement basis and, therefore, correlate directly with related expenditures, consequently capital and other project expenditures also are under budget.

Salaries and Benefits

Salaries and benefits are slightly over budget by \$3.0 thousand, or 0.2 percent, as of September 30, 2019. Adjustments to budget will be made at mid-year to account for changes and new hire projects.

Administration

Costs for overall administration are under budget by \$5.6 million, or 63.4 percent, mainly due to debt service costs which incurred costs for only one of the two semi-annual interest payments and no principal payment as of September 30, 2019. Principal payments are made annually on March 1. Debt service costs are required to be recorded when incurred per government accounting standards. Actual expenditures in the debt service fund will equal 100% of the budget by the end of the fiscal year.

Freeway Operations

Freeway Operations expenditures are under budget by \$0.5 million, or 31.5 percent, primarily related to operations and maintenance costs.

Planning

Planning expenditures are under budget by \$0.07 million, or 21.2 percent, due to timing of planning projects.

Programs

Programs expenditures are under budget by \$1.5 million, or 3.0 percent, largely due to the timing of invoices for discretionary programmatic grants. Grant recipients generally submit invoices on a semi-annual basis, therefore, it is anticipated that expenditures will be closer to budget by mid-year and again by the end of the fiscal year. Expenditures for direct local distributions (DLD) have reduced the amount under budget significantly in the programs section because DLDs are over budget by \$3.4 million due to sales tax revenues coming in higher than budgeted.

Capital Projects

Capital Projects expenditures are under budget by \$44.2 million, or 64.5 percent. This variance is due in part to prolonged project close-out activities. In addition, construction

work on various projects is taking longer than anticipated and thereby pushing project expenditures out to future periods. Alameda CTC utilizes a rolling capital budget system in which any unused approved budget from prior years is available to pay for costs in subsequent fiscal years. Additional budget authority is requested by project only as needed in accordance with the budget process. The year-to-date budget amount used for comparisons is a straight line amortization of the total approved project budget including unspent budget authority rolled over from the prior year. Expenditures planned through September 30, 2019 in the budget process generally will differ from the straight line budgeted amount used for the comparison. However, presenting the information with this comparison helps financial report users, project managers, and the project control team review year-to-date expenditures to give them an idea of how projects are progressing as compared to the approved budget. There are currently no real budget issues on capital projects.

Limitations Calculations

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

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

Attachment:

- A. Alameda CTC Consolidated Revenues/Expenditures as of September 30, 2019

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ALAMEDA COUNTY TRANSPORTATION COMMISSION
Consolidated Revenues/Expenditures
September 30, 2019

	<u>Total Consolidated</u>			<u>Favorable (Unfavorable) Variance</u>
	<u>YTD Actuals</u>	<u>YTD Budget</u>	<u>% Used</u>	
REVENUES				
Sales Tax Revenue	\$ 86,540,378	\$ 80,000,000	108.18	\$ 6,540,378
Investment Income	3,393,061	2,637,500	128.65	755,561
Member Agency Fees	369,941	369,941	100.00	-
VRF Funds	3,428,315	3,000,000	114.28	428,315
TFCA Revenues	495,150	495,150	100.00	-
Toll Revenues	3,518,331	3,312,500	106.21	205,831
Toll Violation and Penalty Revenues	818,112	687,500	119.00	130,612
Regional/State/Federal Grants	1,122,218	6,842,788	16.40	(5,720,570)
Local and Other Grants	965,817	767,683	125.81	198,134
Total Revenues	\$ 100,651,323	\$ 98,113,062		\$ 2,538,261
EXPENDITURES				
<u>Administration</u>				
Salaries and Benefits ⁽¹⁾	787,041	680,563	115.65	(106,478)
General Office Expenses	351,827	481,200	73.11	129,373
Travel Expense	6,669	16,250	41.04	9,581
Debt Service ⁽²⁾	1,692,225	6,617,363	25.57	4,925,138
Professional Services	353,430	924,517	38.23	571,087
Commission and Community Support	42,776	64,026	66.81	21,250
Contingency	-	50,000	-	50,000
Subtotal	3,233,968	8,833,919		5,599,951
<u>Freeway Operations</u>				
Salaries and Benefits ⁽¹⁾	41,112	84,875	48.44	43,763
Operating Expenditures	1,002,349	1,500,000	66.82	497,651
Special Project Expenditures	115,557	106,250	108.76	(9,307)
Subtotal	1,159,018	1,691,125		532,107
<u>Planning</u>				
Salaries and Benefits ⁽¹⁾	257,761	223,341	115.41	(34,420)
Transportation Planning	-	53,603	-	53,603
Congestion Management Program	-	50,000	-	50,000
Subtotal	257,761	326,944		69,183
<u>Programs</u>				
Salaries and Benefits ⁽¹⁾	337,776	388,955	86.84	51,179
Programs Management and Support	73,790	597,567	12.35	523,777
Safe Routes to School Program	102,812	743,991	13.82	641,179
VRF Programming	2,281,330	3,405,750	66.98	1,124,420
Measure B/BB Direct Local Distribution	44,717,207	41,337,677	108.18	(3,379,530)
Grant Awards	228,622	2,341,733	9.76	2,113,111
TFCA Programming	(65,000)	886,352	(7.33)	951,352
CMA TIP Programming	778,793	261,195	298.17	(517,598)
Subtotal	48,455,330	49,963,220		1,507,890
<u>Capital Projects</u>				
Salaries and Benefits ⁽¹⁾	349,860	392,572	89.12	42,712
Capital Project Expenditures	23,966,138	68,090,992	35.20	44,124,854
Subtotal	24,315,998	68,483,564		44,167,566
Total Expenditures	\$ 77,422,076	\$ 129,298,772		\$ 51,876,696
Net revenue over / (under) expenditures	\$ 23,229,247	\$ (31,185,710)		

(1) Salaries and benefits are slightly over budget by \$3,244 or 0.2% as of September 30, 2019. Adjustments to budget will be made at mid-year to account for changes and new hire projections.

(2) Debt service cost are required to be recorded when incurred per government accounting standards and will equal budget by year end.

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Memorandum

8.6

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: November 27, 2019

TO: Alameda County Transportation Commission

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

SUBJECT: Alameda CTC Staff and Retiree Benefits for Calendar Year 2020 and Salary Ranges for Fiscal Year 2020-21

Recommendation

The Administrative Code calls for the Executive Director to submit an annual salaries and benefits plan to the Commission for approval. This memorandum seeks the Commission's approval of Alameda CTC Staff and Retiree Benefits for calendar year 2020 and staff salary ranges for fiscal year 2020-21 (FY2020-21).

The calendar year 2020 benefits outlined in Resolution 19-006 (Attachment A) includes holidays, vacation and sick leave policies, health insurance, and other benefits for staff members. The calendar year 2020 benefits generally remain unchanged from Resolution 18-006, which was approved by the Commission in December 2018. Changes to benefits for next calendar year include:

1. The Cafeteria Plan monthly benefit allowance of \$2,618 for active employees, an increase of \$175, or 7.2 percent, over 2019;
2. The Public Employees' Medical and Hospital Care Act (PEMHCA) monthly minimum required contribution of \$139, an increase of \$3, or 2.2 percent, over 2019; and
3. The Health Reimbursement Arrangement (HRA) monthly benefit of \$1,731 for retirees, an increase of \$134, or 8.4 percent, over 2019.
4. A 3% adjustment to salary ranges based on the change in the Consumer Price Index for all Urban Consumers (CPI-U) for San Francisco-Oakland-San Jose, CA during calendar year 2018 (the last full year of data available from the Bureau of Labor Statistics) as approved by the Commission in March 2017.

Alameda CTC does not provide automatic pay increases or pay grade step increases, nor do the recommendations approved by the Commission constitute automatic pay increases.

Alameda CTC displays the pay scale for each position in the form of an allowable range. Salary adjustments for employees within the ranges are based on job performance, expansion of duties and/or responsibilities and other economic factors. While salary ranges are not included in Alameda CTC's annual operating budget, the projected salaries and benefits (by functional area) for the entire agency are included in the budget based on the projected number of actual employees. Therefore, approval of the salary ranges do not have a direct fiscal impact on the budget. However, it will allow for actual salaries to be adjusted within the approved ranges at the discretion of the Executive Director.

The Agency has 37 approved full-time equivalent (FTE) positions in 32 classifications. Currently, Alameda CTC has 36 employees. No changes are proposed to the Agency's staffing plan at this time. However, Alameda CTC is currently undergoing an Agency Assessment to ensure its ability to deliver on the many promises made to voters in the Transportation Expenditure Plans. If there are recommended changes to the Agency's structure and/or this staffing plan based on the results of the assessment, which are expected to be delivered within the next few months, then changes to the Agency's structure and/or staffing plan will be proposed at that time.

Background

The attached Resolution No. 19-006 (Attachment A) is consistent with the Public Employees' Pension Reform Act of 2013 (AB 340), as it pertains to the agency. The details of the agency's retirement system are contained in the agency's pension plan. The most significant changes from AB 340 apply to new employees hired on or after January 1, 2013. For employees hired prior to January 1, 2013 (Classic Employees), the major features of the agency's pension plan includes a "2.5%@55" benefit and employer paid member contribution (EPMC) cost sharing of 5% by the agency and 3% by the employee. For employees hired on or after January 1, 2013 (New Employees), the major features of the agency's pension plan includes a "2%@62" benefit, but does not include cost sharing of the required employee contribution as it is not allowed per AB 340 which is effective for New Employees. The plan does not include any optional features, payout conversions or optional benefits that have been characterized as "spiking" of the pension benefit.

Alameda CTC Retiree Health Benefit Amount for the 2020 calendar year is reimbursed to retirees through the HRA Plan. The HRA Plan is a premium reimbursement plan for retiree health care premiums. Alameda CTC will contribute only the required minimum contribution amount directly to CalPERS for retirees (\$139 per month in 2020). CalPERS requires that the remaining premium costs be deducted directly from the retiree's monthly retirement check under the CalPERS pension plan. Once CalPERS takes this deduction, Alameda CTC's HRA will reimburse each retiree for the deduction, up to the annually determined amount. The maximum HRA contribution amount recommended for 2020 is \$1,731 per retiree per month, which is the CalPERS' median amount for HMO plans for 2020 Employee +1 Rate of \$1,870, less \$139 PEMHCA-required minimum contribution. Similar to active employees, if a retiree's elected health coverage costs exceed the amount approved by the Commission, the retiree will be required to pay for the additional amount from his or her own funds.

Fiscal Impact: Approval of staff's recommendation will not have a significant fiscal impact on the budget. Total Salaries and benefits for all functions generally accounts for about 1.0% - 1.5% of overall operating and capital budgeted expenditures for the agency in a fiscal year.

Attachments:

- A. Classifications and Annual Salary Ranges for Alameda CTC Effective July 1, 2020
- B. Resolution No. 19-006 Fiscal Year 2020-21 Salaries and Calendar Year 2020 Benefits for Staff Members Staff

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Alameda County Transportation Commission
Job Classifications
July 1, 2020

8.6A

Job Classification	FLSA¹	Grade
Executive Director	E	72
<u>Programming and Projects Team</u>		
Deputy Executive Director of Projects	E	63
<u>Projects Section</u>		
Director of Project Delivery	E	55
Senior Transportation Engineer	E	43
Associate Transportation Engineer	E	37
Assistant Transportation Engineer	N	33
<u>Programming Section</u>		
Director of Programming and Project Controls	E	51
Senior Program Analyst	E	32
Associate Program Analyst	E	26
Assistant Program Analyst	N	22
<u>Express Lane Operations Section</u>		
Director of Express Lane Operations	E	54
Senior Transportation Engineer	E	43
Associate Transportation Engineer	E	37
Assistant Transportation Engineer	N	33
<u>Planning and Policy Team</u>		
Deputy Executive Director of Planning and Policy	E	63
Director of Planning	E	51
<u>Planning Section</u>		
Principal Transportation Planner	E	40
Senior Transportation Planner	E	34
Associate Transportation Planner	E	28
Assistant Transportation Planner	N	24
<u>Programs Section</u>		
Senior Program Analyst	E	32
Associate Program Analyst	E	26
Assistant Program Analyst	N	22
<u>Policy Section</u>		
Director of Government Affairs and Communications	E	48
Senior Administrative Analyst	E	32
Associate Administrative Analyst	E	26
Assistant Administrative Analyst	N	22
<u>Finance and Administration Team</u>		
Deputy Executive Director of Finance and Administration	E	63
<u>Accounting Section</u>		
Director of Finance	E	48
Accounting Manager	E	40
Senior Accountant	E	28
Accountant	N	22
Accounting Technician	N	15
Director of Procurement and Information Technology	E	48
<u>Contracting and Budgets Section</u>		
Senior Administrative Analyst	E	32
Associate Administrative Analyst	E	26
Assistant Administrative Analyst	N	22
<u>Administration Section</u>		
Clerk of the Board/Commission	N	32
Executive Assistant	N	20
Senior Administrative Assistant	N	16
Administrative Assistant	N	12

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

Alameda County Transportation Commission
Monthly Salary Range Schedule
Effective July 1, 2020

Salary Range	Monthly Salary Range		
	Min	Midpt	Max
1	\$ 3,767	\$ 4,332	\$ 4,897
2	3,861	4,441	5,020
3	3,958	4,552	5,145
4	4,057	4,665	5,274
5	4,158	4,783	5,405
6	4,262	4,902	5,541
7	4,369	5,024	5,679
8	4,478	5,150	5,821
9	4,590	5,279	5,967
10	4,705	5,411	6,116
11	4,822	5,546	6,269
12	4,943	5,684	6,426
13	5,067	5,826	6,586
14	5,193	5,972	6,752
15	5,323	6,122	6,920
16	5,456	6,275	7,093
17	5,593	6,432	7,270
18	5,732	6,592	7,452
19	5,875	6,757	7,638
20	6,022	6,926	7,829
21	6,173	7,099	8,025
22	6,327	7,276	8,225
23	6,486	7,458	8,431
24	6,648	7,645	8,642
25	6,813	7,836	8,859
26	6,984	8,032	9,079
27	7,159	8,232	9,306
28	7,338	8,439	9,540
29	7,521	8,649	9,777
30	7,710	8,865	10,022
31	7,902	9,087	10,273
32	8,100	9,315	10,529
33	8,302	9,547	10,793
34	8,510	9,786	11,062
35	8,722	10,030	11,339
36	8,940	10,281	11,622

Salary Range	Monthly Salary Range		
	Min	Midpt	Max
37	\$ 9,164	\$ 10,538	\$ 11,913
38	9,393	10,802	12,211
39	9,627	11,072	12,516
40	9,868	11,349	12,829
41	10,116	11,633	13,150
42	10,368	11,923	13,479
43	10,628	12,221	13,815
44	10,893	12,527	14,161
45	11,165	12,840	14,515
46	11,444	13,161	14,877
47	11,731	13,490	15,249
48	12,024	13,828	15,631
49	12,324	14,173	16,022
50	12,633	14,527	16,423
51	12,948	14,891	16,832
52	13,272	15,262	17,253
53	13,604	15,645	17,685
54	13,944	16,035	18,127
55	14,292	16,436	18,581
56	14,650	16,848	19,044
57	15,016	17,267	19,521
58	15,391	17,701	20,009
59	15,777	18,143	20,509
60	16,171	18,596	21,022
61	16,575	19,061	21,547
62	16,989	19,538	22,086
63	17,414	20,026	22,639
64	17,849	20,526	23,204
65	18,296	21,040	23,784
66	18,753	21,566	24,378
67	19,222	22,105	24,988
68	19,702	22,658	25,613
69	20,195	23,224	26,253
70	20,700	23,805	26,910
71	21,217	24,400	27,582
72	21,747	25,010	28,272

Alameda County Transportation Commission
Annual Salary Range Schedule
Effective July 1, 2020

Salary Range	Annual Salary Range		
	Min	Midpt	Max
1	\$ 45,207	\$ 51,988	\$ 58,769
2	46,337	53,287	60,238
3	47,495	54,619	61,743
4	48,682	55,984	63,287
5	49,899	57,385	64,870
6	51,147	58,819	66,491
7	52,426	60,289	68,153
8	53,736	61,797	69,857
9	55,079	63,342	71,603
10	56,456	64,925	73,394
11	57,868	66,548	75,228
12	59,315	68,212	77,109
13	60,798	69,917	79,037
14	62,317	71,666	81,012
15	63,875	73,457	83,038
16	65,472	75,293	85,114
17	67,110	77,176	87,242
18	68,786	79,105	89,423
19	70,507	81,083	91,659
20	72,269	83,110	93,950
21	74,076	85,187	96,299
22	75,927	87,317	98,706
23	77,826	89,500	101,174
24	79,771	91,738	103,703
25	81,767	94,031	106,296
26	83,810	96,382	108,953
27	85,905	98,792	111,677
28	88,053	101,262	114,469
29	90,255	103,793	117,330
30	92,510	106,388	120,264
31	94,824	109,047	123,270
32	97,194	111,774	126,352
33	99,624	114,568	129,511
34	102,114	117,431	132,748
35	104,668	120,368	136,068
36	107,284	123,376	139,469

Salary Range	Annual Salary Range		
	Min	Midpt	Max
37	\$ 109,966	\$ 126,461	\$ 142,956
38	112,715	129,622	146,530
39	115,533	132,862	150,194
40	118,421	136,185	153,948
41	121,382	139,590	157,797
42	124,417	143,079	161,742
43	127,527	146,657	165,786
44	130,715	150,322	169,930
45	133,983	154,081	174,179
46	137,333	157,933	178,532
47	140,766	161,881	182,996
48	144,285	165,928	187,571
49	147,893	170,076	192,260
50	151,589	174,329	197,066
51	155,380	178,686	201,993
52	159,264	183,153	207,043
53	163,246	187,731	212,219
54	167,327	192,426	217,525
55	171,509	197,237	222,963
56	175,797	202,167	228,536
57	180,192	207,221	234,250
58	184,698	212,402	240,106
59	189,315	217,712	246,109
60	194,048	223,155	252,262
61	198,899	228,733	258,568
62	203,871	234,452	265,032
63	208,968	240,313	271,658
64	214,193	246,321	278,450
65	219,547	252,479	285,411
66	225,035	258,791	292,546
67	230,661	265,261	299,860
68	236,428	271,892	307,357
69	242,338	278,691	315,041
70	248,397	285,657	322,916
71	254,608	292,798	330,989
72	260,972	300,119	339,265

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**ALAMEDA COUNTY TRANSPORTATION COMMISSION****RESOLUTION 19-006****Fiscal Year 2020-21 Salaries and
Calendar Year 2020 Benefits for Staff Members**

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

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Mayor Rochelle Nason

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Mayor David Haubert

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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

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

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

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

WHEREAS, Alameda CTC previously adopted Resolution 18-006, thereby establishing a consistent set of benefits and leave policies, and this Resolution is intended to supersede and replace such Resolution 18-006; and

NOW, THEREFORE, BE IT RESOLVED that Alameda CTC staff salaries ranges for July 1, 2020 through June 30, 2021 and employment benefits for January 1, 2020 through December 31, 2020, are hereby adopted, and are herein set forth.

1. Salaries

- 1.1 The fiscal year 2020-21 maximum salary ranges have increased by 3.0 percent over the salary ranges approved for the prior fiscal year to reflect the change in the Consumer Price Index for all Urban Consumers (CPI-U) for San Francisco-Oakland-San Jose, CA during calendar year 2018 (the last full year of data available from the Bureau of Labor Statistics) as approved by the Commission in March 2017.
- 1.2 An employee shall be compensated at a rate set between or equal to the minimum (min) and maximum (max) of the range specified in Attachment A for their respective position classification.

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

2. Appointment and Performance Management

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

3. Holidays

- 3.1 The following eleven (11) paid holidays shall be observed by Alameda CTC:

New Year's Day	-	January 1, 2020, Wednesday
Martin Luther King Day	-	January 20, 2020, Monday
Presidents' Day	-	February 17, 2020, Monday
Memorial Day	-	May 25, 2020, Monday
Independence Day (observed)	-	July 3, 2020, Friday
Labor Day	-	September 7, 2020, Monday
Veterans Day	-	November 11, 2020, Wednesday

Thanksgiving Day	-	November 26, 2020, Thursday
Day after Thanksgiving	-	November 27, 2020, Friday
Day before Christmas Day	-	December 24, 2020, Thursday
Christmas Day	-	December 25, 2020, Friday

- 3.2 **Holiday Policy.** When a holiday falls on a Sunday, the following Monday shall be observed as the holiday date. When a holiday falls on a Saturday, the preceding Friday shall be observed.
- 3.3 **Floating Holidays.** Regular full-time employees receive up to two (2) floating holidays per fiscal year. Employees shall be granted such holidays at the beginning of each fiscal year (i.e., effective on July 1 of each year). Floating Holidays are not accruable and those unused at the end of the fiscal year will be eliminated from the employee's available leave bank.
- 3.4 **Holiday Time.** Regular full-time employees shall receive eight (8) hours of holiday pay for each of the above holidays at their regular base rate. Regular part-time employees shall receive paid holiday time prorated based on actual hours worked should their regular work schedule fall on one of the above listed holidays.
- 3.5 **Administrative Procedure.** The Executive Director shall establish holiday procedures governing employees of Alameda CTC.

4. Leaves of Absence

4.1 Vacation

- 4.1.1 **Accrual Rates.** Alameda CTC shall provide vacation leave with pay for regular employees (including probationary employees) based on accrual guidelines shown in the table below. Vacation leave earned shall accrue upon completion of each pay period beginning upon completion of the pay period following that in which the employee commences service.

Accrual Rates Based on Years of Service:

Years of Service	Vacation Days Accrued Per Year	Maximum Hours Accrued
0-3 Years	10 Days	120 Hours
3.1-10 Years	15 Days	240 Hours
10.1-15 Years	20 Days	320 Hours
15.1+ Years	25 Days	400 Hours

Part-time employees shall earn vacation leave on a pro rata basis based on actual hours worked. The maximum accrual will also be prorated.

- 4.1.2 **Maximum Vacation Benefits.** Once an employee reaches the maximum accrual, the employee will cease accruing any additional vacation leave until such time as vacation leave hours fall below the maximum.
- 4.1.3 **Payment of Vacation upon Separation.** Accrued vacation pay that has not been used will be paid at the time of resignation or termination. An employee terminating employment with Alameda CTC for reasons other than paid retirement from Alameda CTC shall be paid at such employee's current rate of pay for all unused accrued vacation up to the maximum amount of permissible accumulated vacation time as set forth above, in one (1) lump sum less applicable taxes. An employee separating from

service with Alameda CTC for paid retirement will be paid at the employee's current rate of pay for vacation up to the ceiling amount as set forth above, in one lump sum less applicable taxes. At the Executive Director's discretion, Alameda CTC may allow an employee separating from service with Alameda CTC for paid retirement to elect to take time off for vacation prior to the employee's date of retirement.

- 4.2 **Management Leave.** Regular full-time exempt employees may receive paid management leave at the sole discretion of the Executive Director. The leave is intended to compensate exempt employees who are required to attend work-related meetings outside of normal working hours. The amount of leave will be determined by the Executive Director based on each employee's function and the number of off hour meetings he/she is required to attend. Use of Management Leave shall be at the discretion of the Executive Director or his/her designee.
- 4.3 **Sick Leave.** Regular employees (including probationary employees) shall receive sick leave, accumulating at the rate of one day per calendar month up to four hundred eighty (480) hours (prorated for part-time employees based on actual hours worked). Up to sixty (60) days of accrued but unused sick leave may be used toward service credit for CalPERS retirement benefits. Sick leave is available only for the actual illness or injury of an employee or the employee's spouse, registered domestic partner, children, parents, or other dependents.

In compliance with the City of Oakland's Measure FF, temporary employees are eligible to utilize accrued sick leave 90 days after their first day of employment. Sick leave will accumulate at the rate of one hour for every 30 hours worked up to 72 hours and can be used for actual illness, injury, preventive care and other purposes, as defined in Measure FF, of an employee or covered family member.

- 4.4 **Family and Medical Leave.** Alameda CTC may grant regular employees (including probationary employees) up to twelve (12) workweeks of time off in a 12-month period (whether paid or unpaid) for the employee's own serious health condition or that of the employee's immediate family member, i.e., child, parent, spouse, or registered domestic partner, or for baby/child bonding after the birth, adoption, or foster care placement of an employee's child.

Employees may exhaust any accrued vacation time and/or sick leave (if the leave is due to the employee's own serious health condition or to care for the serious health condition of an immediate family member as described above) while on unpaid leave. Employees taking family/medical leave due to the birth of a child to that employee's spouse or registered domestic partner, or the adoption or foster placement of a child, or to care for such child, may utilize accrued sick leave and/or vacation time during such leave. Such use of accrued vacation time and/or sick leave is the only pay such employee will receive from Alameda CTC while on family/medical leave.

- 4.5 **Leave Due to Pregnancy, Child Birth or Related Conditions.** Alameda CTC shall comply with California's Pregnancy Disability Leave Law. Employees may, but are not required to, utilize accrued vacation and sick leave during any pregnancy leave so as to receive pay during some or all of such leave.
- 4.6 **Military Leave.** Military leave shall be granted in accordance with federal and state law.

- 4.7 **Bereavement Leave.** In the event of a death in the immediate family of a regular full-time employee, paid leave not chargeable to sick or vacation leave will be granted for a period up to three (3) scheduled work days for the purpose of making arrangements for, or to attend, the funeral. Employees shall receive one (1) day to attend a funeral for a friend or relative outside their immediate family. Immediate family is defined as spouse, registered domestic partner, child, sister, brother, mother, father, legal guardian, any other person sharing the relationship of in loco parentis, legal dependent, current mother- or father-in-law, grandparents, or grandchildren.
- 4.8 **Jury and Witness Duty Leave.** All regular full-time employees will be granted a leave of absence with pay for all or any part of the time required for jury duty in the manner prescribed by law. The employee must return to work on the same day he or she is excused from service. The employee shall be paid the difference between his/her full salary and any payment received for such duty, except travel pay. All regular full-time employees will be granted a leave of absence with pay for their appearance as a witness in a civil or criminal proceeding (other than as an accused) for any appearance that is solely attributable to the employee's work for Alameda CTC.
- 4.9 **Administrative Procedure.** The Executive Director shall establish specific guidelines and procedures to implement all leave policies.

5. Health Insurance and Other Benefits

- 5.1 **Cafeteria Plan.** Alameda CTC provides a Cafeteria Plan for its eligible employees, into which Alameda CTC will pay \$2,618 per month per employee. This amount is in addition to the Public Employees' Medical and Hospital Care Act (PEMHCA) minimum required contribution of \$139. With these funds, each participating employee is able to choose the following coverage:
- Health Insurance (through the State of California's Public Employees' Retirement System (CalPERS));
 - Dental Insurance;
 - Vision Care Insurance;
 - Life Insurance;
 - Dependent Life Insurance;
 - Accidental Death and Dismemberment Insurance;
 - Long-term Disability Insurance; and
 - Short-term Disability Insurance.

When an employee is required to work on a less than full-time basis due to medical or other valid reasons, the accrual for the cafeteria plan contribution amount may be prorated by dividing the actual hours worked plus any accrued sick/vacation hours used during the pay period, by the fulltime equivalent hours in the same pay period.

Regular full-time employees who elect not to use the CalPERS health care benefit and can prove alternate coverage shall receive \$400 per month which will be paid with each paycheck (\$200 per pay-period) and is subject to all applicable payroll taxes.

Regular part-time employees will receive a prorated amount of the monthly contribution based on actual hours worked.

6. Additional Benefits Programs

6.1 **Transit Subsidy.** All regular full-time employees of Alameda CTC are eligible to receive up to the federally approved transit benefit amount for 2020 (if elected to be received by the employee).

6.2 **Tuition Assistance.** Following completion of their probationary period, regular full-time employees are eligible for reimbursement of 90% of tuition fees for job-related courses, subject to budget availability up to \$500 per academic year at an accredited institution each fiscal year, at the sole discretion of the Executive Director.

7. **Other benefits.** Alameda CTC will also provide: (1) A Flexible Spending Account (FSA) program which will be administered through the cafeteria plan for both dependent care expenses up to \$5,000 per calendar year and medical expenses up to the maximum amount allowed consistent with the IRS limit for 2020. To participate in and receive benefits in the form of reimbursements for dependent and/or medical care expenses from the FSA, an employee can elect to pay his or her contribution for FSA benefits on a pre-tax salary reduction basis; and, (2) an optional deferred compensation program, CalPERS 457 Supplemental Income Plan.

8. **Administrative Procedure.** The Executive Director shall establish specific guidelines and procedures to implement all benefit policies.

9. **Retirement.** All employees of Alameda CTC shall be entitled to membership with the California Public Employees' Retirement System (CalPERS) according to the guidelines established in the CalPERS Retirement Benefits Policy and the applicable contract with CalPERS. Alameda CTC shall contribute to CalPERS each pay period 5% of the 8% employee contribution on behalf of all "Classic" employees (Classic employees are those hired before January 1, 2013). Such contribution shall be reported to CalPERS as "employee contribution being made by the contracting agency" and shall not be deemed to be "compensation" reportable to CalPERS. This same benefit is not provided for employees hired on or after January 1, 2013 per the requirements of the Public Employees' Pension Reform Act of 2013 (AB340).

10. **Reimbursement of Expenses.** Alameda CTC will reimburse employees of the Agency for reasonable and normal expenses associated with Alameda CTC business approved by the Executive Director or his/her designee. An employee may be offered a fixed taxable monthly allowance in lieu of actual expenses, which may be adjusted annually by the Executive Director.

11. **Office Hours.** The offices of Alameda CTC shall be open to the public between 8:00 a.m. and 5:00 p.m. each weekday, except on Alameda CTC holidays as

defined in Paragraph 2.1. Employees are required to be at Alameda CTC's offices during business hours Monday through Friday.

12. All provisions of this Resolution shall be effective and pertain to all employees of Alameda CTC as of the date of hire of the employee, or January 1, 2020, whichever is later, unless otherwise provided.
13. The Executive Director is authorized to execute the necessary contracts for the benefits and insurance coverage described herein.
14. This resolution is intended to and shall replace and supersede in its entirety that certain Resolution 18-006 adopted by the Commission on December 6, 2018.

Duly passed and adopted by the Alameda CTC at the regular meeting of the Commission held on Thursday, December 5, 2019, in Oakland, California by the following votes:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

Richard Valle,
Chair, Alameda CTC

Vanessa Lee,
Clerk of the Commission

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Memorandum

8.7

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: November 27, 2019

TO: Alameda County Transportation Commission

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

SUBJECT: Approve and authorize the Executive Director to execute Professional Services Agreement A20-0003 with Iteris, Inc. to provide multimodal performance monitoring of the Alameda County transportation network

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Professional Services Agreement A20-0003 with Iteris, Inc. to provide multimodal performance monitoring of the Alameda County transportation network.

Summary

As a Congestion Management Agency (CMA) for Alameda County, Alameda CTC tracks auto speeds, transit speeds, and bicycle and pedestrian volumes on regionally significant roads in Alameda County. State Congestion Management Program (CMP) legislation requires CMAs to monitor auto level-of-service (LOS) on freeways, highways, and principal arterials during the afternoon peak-period. However, Alameda CTC's monitoring program has expanded beyond just the legislative requirement to include an expanded auto network, morning-peak and weekends time periods, transit performance, and bicycle and pedestrian volumes. The last multimodal monitoring cycle was in the spring of 2018 and the final report was published in December 2018.

For the upcoming 2020 monitoring cycle, Alameda CTC released a Request for Proposals (RFP), seeking professional services for multimodal performance monitoring of the Alameda County transportation network on July 11, 2019. Alameda CTC received two proposals and after interviewing both proposal teams, selected Iteris Inc. as the top-ranked firm. The selection panel included staff from Alameda CTC, Contra Costa County Transportation Authority, and San Francisco County Transportation Authority. The selected consultant team has performed similar services for multiple Bay Area and Central Valley CMAs.

Alameda CTC is currently engaged in negotiations with Iteris, Inc. to provide data collection and analytical services to implement the CMP, specifically for multimodal performance monitoring and support in the following areas:

- Perform LOS monitoring in spring 2020 on the CMP network;
- Perform transit performance monitoring in spring 2020 on the CMP network;
- Continue to collect bicycle and pedestrian counts in fall 2020 at 150 intersections throughout the county; and
- Publish auto and transit data on the Alameda CTC website using an open source data visualization platform.

After a thorough review of the submitted cost proposal and comparison to Alameda CTC's independent cost estimate, Alameda CTC has engaged in negotiations for Agreement A20-0003 with Iteris, Inc and has determined that the not-to-exceed amount of \$845,000 for both the 2020 and 2022 monitoring cycles is fair, reasonable, and justifiable to both Alameda CTC and the consultant. The initial contract period is through February 2021 with an option to extend for an additional monitoring cycle for year 2022. The contract would be funded with Vehicle Registration Fee funds.

Fiscal Impact: The fiscal impact of approving this item includes \$845,000 in previously allocated Vehicle Registration Fee funds for subsequent expenditure, which was included in the 2020 Comprehensive Investment Plan. Of this amount, \$330,000 has been included in the FY2019-20 budget.

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

Check the box and date and sign this form to approve reappointment of Paratransit Advisory and Planning Committee (PAPCO) member.

Paratransit Advisory and Planning Committee (PAPCO)



Reappoint

(action required)

Christine Ross



Term Began: October 2017

Term Expires: October 2019

10/28/19

Date

Supervisor Richard Valle, Alameda County, District 2

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

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

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

*Check the box and date and sign this form to approve reappointment of Bicycle and
Pedestrian Advisory Planning Committee (BPAC) member.*

Bicycle and Pedestrian Advisory Planning Committee (BPAC)

☒ Reappoint
(action required)

Matt Turner

[REDACTED]

Term B March 2017
Term Expires: March 2019

10/25/19

Date

Nate Miley

Supervisor Nate Miley, Alameda County, District 4

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

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



Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, September 5, 2019, 5:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

1. Call to Order

Bicycle and Pedestrian Advisory Committee (BPAC) Chair Matt Turner called the meeting to order at 5:30 p.m.

2. Roll Call

A roll call was conducted and all members were present with the exception of Dave Murtha.

3. Public Comment

A public comment was made by Kelly Abreu regarding the most dangerous roads in the east bay and lack of bicycle and pedestrian facilities on the Sunol Pass. He also stated that Niles Canyon Road will be closed to automobiles, and open to bicycles and pedestrians, on September 22nd for the Niles Canyon Stroll and Roll.

4. BPAC Meeting Minutes

4.1. Approve September 5, 2019 BPAC Meeting Minutes

Ben Schweng made a motion to approve this item. Matt Turner seconded the motion. The motion passed with the following votes:

Yes: Brisson, Fishbaugh, Hill, Johansen, Marleau, Schweng, Turner

No: None

Abstain: None

Absent: Murtha

5. Regular Matters

5.1. Transportation Development Act Article 3 Project Review

Chris Marks introduced this item, a follow up from the May 16th BPAC meeting, and thanked Ruben Izon from the Alameda County Public Works Department, and Liliana Ventura from the City of Hayward for attending the meeting at the request of the BPAC. Liliana Ventura and Ruben Izon presented how TDA Article 3 funds have been used, and will be used in the future, in their respective jurisdictions.

Ms. Ventura informed the committee that the City of Hayward has been applying for and receiving between \$100,000 and \$150,000 in TDA Article 3 funds per year since 2008 which have primarily been used to install ADA-compliant curb ramps throughout the city. In the last three years the City of Hayward has used the funds to install 75 ADA-compliant curb ramps at various locations. She stated that starting in 2020 the City of Hayward will begin using TDA Article 3 funds to build priority projects identified in the Bicycle and Pedestrian Master plan. She noted that the city will develop one of the following projects with TDA Article 3 funds in the next few cycles:

Patrick Avenue/Gading Road Traffic Calming and Bike Lanes or Calaroga Avenue Traffic Calming and Bike Lanes.

David Fishbaugh asked how the City of Hayward determines which projects listed as priorities to fund. Ms. Ventura said that the community complained to the city about speeding and traffic calming as well as the lack of connectivity to the city's bicycle system.

Feliz Hill asked if the city has done studies to determine the volume of bike and pedestrian traffic in the area to help prioritize projects. Ms. Ventura said that the next step is to gather more information.

Ben Schweng asked how do the projects correlate with recorded collisions. Ms. Ventura stated that the city is looking to also prioritize and fund projects in underserved communities.

Matt Turner asked if Hayward will create a BPAC. Ms. Ventura said that Hayward does not have the resources to create a BPAC. Once the Bicycle and Pedestrian Master Plan is done more resources may be available.

Jeremy Johansen urged that a BPAC be considered as part of the Master Plan development. He asked if Hayward has matching funds available to leverage the TDA Article 3 funds. Ms. Ventura said not at the moment.

Ben Schweng noted that Hayward having a lack of resources has come up often over the last five years; however, he can't recall anyone with the city stating what funds are needed, nor has anyone gone after grants or other funding opportunities.

Matt Turner commented that the Eden Area, a similarly-sized community, is creating a local BPAC without any fiscal impact. He noted that Hayward too could create a local BPAC with very few resources, and in the spirit of TDA 3, it would be good to have local level review from the community.

Ruben Izon from Alameda County stated that TDA Article 3 funding is used for curb ramps and is also used to leverage funds for larger projects, including complete streets projects and bulb outs. Mr. Izon reviewed a list of projects that TDA Article 3 funded from FY 2015-16 through FY 2019-20.

A public comment was made by Kelly Abreu stating that he attended meetings in Fremont with a Supervisor in attendance that questioned his residence. He noted that it appears that local opinions of residents are the only ones that are valid and requested staff respect an individual concern regardless of residence.

This item is for information only.

5.2. East 14th St./Mission Blvd. and Fremont Blvd. Multimodal Corridor Project Draft Long-term Improvement Recommendations

Carolyn Clevenger noted that this is the third presentation given to BPAC with this project and she introduced Saravana Suthanthira to kick-off this item. Ms. Suthanthira introduced the project team Aleida Andrino-Chavez, Alameda CTC and Laurence Lewis with Kittleson who presented the item. She noted that staff is requesting input from BPAC on the draft short-, medium-, and long-term improvement recommendations for the East 14th St./Mission Blvd. and Fremont Blvd. Multimodal Corridor Project.

Ben Schweng commented that bus-only lanes throughout the corridor may be difficult for many members of the public to endorse. He stated there may be significant concerns about parking loss for the businesses that rely on street parking. He noted that safety improvements on transit would do more than improving speeds to encourage ridership. Mr. Schweng stated that diverting bike traffic to Bancroft should be further evaluated because bike routes along Bancroft are better due to longer blocks and the better pavement.

Liz Brisson asked if the bus-only lane proposed would be center-running. Mr. Lewis stated that the project team looked at both center- and side-running lanes and he noted that the recommendation is center running because of the creation of Class 4 bike lanes.

Jeremy Johansen asked what portion of the corridor would have bus-only lanes. Mr. Lewis said that the goal is to have bus-only and protected bike lanes throughout the corridor.

Matt Turner stated that it would be nice to extend the buffered bike lane to Highway 238 flyover. Mr. Lewis stated that Alameda County Public Works has initiated delivery for the Class 4 bike lane to connect there.

Matt Turner encouraged the project team to examine how the San Lorenzo Creek Active Transportation Corridor, which would connect San Leandro, Hayward, and all five Unincorporated communities with the East Bay Greenway and multiple BART Stations, would work in conjunction with this project to form a larger network. He noted that the Active Corridor is part of the DeAnza National Trail and the Hayward Foothill Trail and that there are federal funds available for connectors that may work for the DeAnza National Trail.

Public comment was heard from Mandeep Gill Union City BPAC and he commented that Class I bike lanes are best on the corridor. Mr. Gill asked why BART did not agree to a Class I bike facility to follow the BART tracks past the South Hayward BART station. He asked about the timeline to deliver the project. Mr. Lewis stated that BART was not opposed to the alignment in South Hayward; however, BART is building their maintenance hub there. Mr. Lewis stated in terms of timing that right of way/environmental clearance will be the primary factor determining delivery.

A public comment was heard from Flavio Poehlmann and he wanted to know if there will be one bus line from San Leandro to southern Fremont. Ms. Suthanthira stated that the project is in the scoping phase and the team is focusing on the infrastructure to this point which would accommodate future service improvements.

Feliz Hill asked if funding is available to following up on the near-term recommendations. Ms. Suthanthira responded that the team is looking at funding as they move forward.

Matt Turner requested an update on Union Pacific Railroad along the East Bay Greenway. Ms. Clevenger stated that UPRR is doing rail modeling to see what the impacts will be and the estimated completion of this task is beginning of 2020.

A public comment was heard from Kelly Abreu stating that population density is not shown on the maps.

This item is for information only.

5.3. Union City Quarry Lakes Parkway Project Update

Marilou Ayupan with the City of Union City provided an update on the Quarry Lakes Parkway Project, formerly known as the East West Connector (EWC) Project. Marilou Ayupan provided a walk-through of the proposed plans including Class I facilities paralleling the corridor, proposed transit improvements at intersections, new general purpose lane expansions on Decoto Road and Paseo Padre, and the new road, Quarry Lakes Parkway. Hans Larsen with the City of Fremont stated that Union City and the City of Fremont are working together to replace the EWC Project concept with two other projects: 1) building a multimodal transit priority connection from the Union City BART across the Dumbarton Bridge, which will allow people to bike from the BART station along the corridor; 2) Quarry Lakes Parkway that is a new local roadway between Paseo Padre Parkway and Mission Blvd. in Union City.

BPAC members stated that new roadways or expanded roadways is not a concept they agree with. The members said they were not clear on what project Fremont and Union City want input on. It was noted that the project seems to be a large roadway expansion with a few bikeway improvements. Primarily, the members did not understand why the project was presented at BPAC because the project definition was not clear.

Matt Turner suggested a new design for bike paths and protected intersections. He stated that buffered bike lanes will be insufficient to achieve mode shift in the area.

The following public comments were heard on this item:

- Maria Ramirez, Union City resident, opposition to the EWC Project and the Quarry Lakes Parkway Project. She requested a new environmental impact report (EIR) to take into consideration fire risk and air quality impacts

- Dave Campbell with Bike East Bay suggested a traffic analysis would be required, which includes a transit study, as well as a new EIR
- Flavio Poehlmann expressed opposition to project
- Mandeep Gill, Union City resident, expressed opposition to Quarry Lake Parkway Project; he suggested additional study for transit signal priority, queue jump lanes
- Kelly Abreu supported the comments from Bike East Bay
- Glenn Kirby expressed that the Quarry Lakes Parkway Project is an opportunity to have Decoto Road improved and the creation of the Quarry Lake Parkway.

Liz Brisson asked for clarification on next steps for the project and if there would be a new EIR. Ms. Ayupan stated that if the footprint of the project is reduced and the traffic study is done then an addendum may be done for the EIR rather than a new EIR.

Matt Turner stated the lack of clarity about the proposed project details have made it difficult for the BPAC to provide substantive feedback and requested the project team bring the project back once Union City and Fremont can define the project clearly and address the public concerns they received at the meeting.

Ben Schweng stated that BPAC is most interested in intersections and additional detail would be helpful.

This item is for information only.

6. Staff Reports

6.1. Regional Bicycle/Pedestrian Count Protocols Update

Chris Marks stated that the Metropolitan Transportation Commission (MTC) is developing regional bike/ped count protocols. Local cities and Alameda CTC have been engaged in shaping the guidelines and at a regional level they are establishing a uniform process. Staff will bring additional information to BPAC once those guidelines have been released.

7. Member Reports

7.1. BPAC Calendar

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

7.2. BPAC Roster

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

8. Meeting Adjournment

The meeting adjourned at 8:15 p.m. The next meeting is scheduled for November 21, 2019 at the Alameda CTC offices.

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**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2019-2020**

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Mr.	Turner, Chair	Matt	Castro Valley	Alameda County Supervisor Nate Miley, District 4	Apr-14	Mar-17	Mar-19
2	Ms.	Marleau, Vice Chair	Kristi	Dublin	Alameda County Mayors' Conference, D-1	Dec-14	Jan-19	Jan-21
3	Ms.	Brisson	Liz	Oakland	Alameda County Mayors' Conference, D-5	Dec-16	Dec-18	Dec-20
4	Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14	Mar-19	Mar-21
5	Ms.	Hill	Feliz G.	San Leandro	Alameda County Supervisor Wilma Chan, District 3	Mar-17	Jul-19	Jul-21
6	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Feb-18	Feb-20
7	Mr.	Matis	Howard	Berkeley	Alameda County Supervisor Keith Carson, District 5	Sep-19		Sep-21
8	Mr.	Murtha	Dave	Hayward	Alameda County Supervisor Richard Valle, District 2	Sep-15	Jun-19	Jun-21
9	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Jul-19	Jul-21
10		Vacancy			Transit Agency (Alameda CTC)			
11		Vacancy			Alameda County Mayors' Conference, D-4			

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Independent Watchdog Committee Meeting Minutes Monday, July 8, 2019, 5:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Call to Order

Independent Watchdog Committee (IWC) Chair Steve Jones called the meeting to order. Chair Jones welcomed new members Carmen Rivera-Hendrickson and Karina Ryan. Ms. Rivera-Hendrickson and Ms. Ryan gave a brief self-introduction.

2. Roll Call

A roll call was conducted and all members were present with the exception of Keith Brown, Curtis Buckley, Oscar Dominguez, Glenn Nate and Harriette Saunders.

3. Public Comment

There were no public comments.

4. IWC Photo for Annual Report

The IWC had photos taken for the *17th Annual Report to the Public*.

5. Presentation of IWC Annual Report

Pat Piras stated that going forward, it should be made clear that this is a public hearing instead of a presentation on the agenda. She suggested the agenda item should read: Presentation and Public Hearing of the Draft IWC Annual Report.

5.1. Open Public Hearing and Receive Public Comment on the IWC Annual Report

Steve Jones opened the public hearing for review of the *17th Annual Report to the Public*. There were no public comments.

5.2. Close Public Hearing on IWC Annual Report

Steve Jones closed the public hearing.

6. Meeting Minutes

6.1. Approval of March 11, 2019 IWC Meeting Minutes

Pat Piras made a motion to approve this item. Thomas Rubin seconded the motion. The motion passed with the following votes:

Yes:	McCalley, Piras, Rubin, Tilchen, Zukas
No:	None
Abstain:	Jones, Ryan, Rivera-Hendrickson
Absent:	Brown, Buckley, Dominguez, Nate, Saunders

7. Election of Officers

7.1. Approve the Election of the IWC Chair and Vice Chair for FY2019-20

Pat Piras made a motion to retain the current officers for the next year. Thomas Rubin seconded the nomination. Steve Jones accepted the nomination of Chair and Murphy McCalley accepted the nomination of Vice Chair. The motion passed with the following votes:

Yes: Jones, McCalley, Piras, Rubin, Ryan, Tilchen, Zukas
No: None
Abstain: Rivera-Hendrickson
Absent: Brown, Buckley, Dominguez, Nate, Saunders

8. Direct Local Distribution Program Compliance Summary

8.1 Measure B and Measure BB Program Compliance Report Summary

John Nguyen presented this item to provide the IWC with an update on the Measure B and Measure BB Program Compliance for the Fiscal Year 2017-18 (FY17-18) reporting period. He reviewed the compliance requirements and review process, Direct Local Distribution (DLD) expenditure history, accomplishments and highlights, and performance measures. Mr. Nguyen stated that all DLD recipients are in compliance with the TEP requirements, with the exception of the City of Albany. Alameda CTC is working with the City of Albany to address the compliance issues, and as of June 1, 2019 Alameda CTC is withholding the City of Albany's funds. He informed the committee that the Alameda CTC will be holding an Annual Program Compliance Workshop in September and will notify IWC members of when the workshop is going to be held.

Murphy McCalley asked how the 196 lane miles for street rehabilitation compare to the previous year. Mr. Nguyen responded that he doesn't have the number with him; however, jurisdictions are generally expending DLD funds on recurring programmatic activities.

Carl Tilchen asked, now that the public are paying 12 cents a gallon more for gas, should the cities spend that money on local streets and roads repair. Mr. Nguyen said there is more money with the passage of Senate Bill (SB) 1, and these recipients are required to expend these funds on local street and road repairs.

Carl Tilchen then asked what the IWC can do to make the 12 cents be more effective. The chair said that the 12 cents are coming from SB 1 funds, and the IWC role is to watch Measure B and Measure BB funds and expenditures.

Murphy McCalley asked if the 62,000 paratransit trips is the total paratransit trips or the Measure B and Measure BB funded trips. Mr. Nguyen stated that it is total same day paratransit trips.

Hale Zukas asked why the Pavement Condition Index (PCI) for the City of Berkeley is so low. Mr. Nguyen said that he doesn't know, and stated that the PCI for Albany, Berkeley and Oakland has ranged between 50 and 57 for the last four years.

Hale Zukas asked if the City of Oakland submitted a plan of action for improvements. Mr. Nguyen stated that a plan was submitted as part of the Compliance Report.

Hale Zukas requested that staff provide him with the link to the City of Berkeley's Compliance Report.

Carmen Rivera-Hendrickson commented that it appears it would be easier to track Measure B and Measure BB costs separately. Mr. Nguyen stated that the separate Measure B and Measure BB expenditures are found on the recipient's compliance reports, and does not include other fund sources. Patricia Reavey confirmed that staff has the total cost per trip; however, only for paratransit.

Pat Piras asked why AC Transit and BART costs are different per trip when they provide the same service. Mr. Nguyen noted administration costs between the two agencies may contribute to the variance.

Murphy McCalley said that staff should include the total costs per trip for transit to provide the IWC with context. Mr. Nguyen noted total costs per trip will be included in future reports.

Steve Jones asked if Alameda CTC can take Albany's DLD funds away. Ms. Reavey stated that the agreement allows Alameda CTC to withhold the DLD funds until they are compliant.

This item is for information only.

9. IWC Annual Report, Publication Methods and Costs, and Press Release

9.1. Approve the IWC Annual Report

Murphy McCalley thanked the Subcommittee and staff for producing the Draft 17th IWC Annual Report. He pointed out that on page 12, IWC findings for FY2017-18 exceptions are identified for public awareness (e.g. City of Albany compliance issue and that some performance measures were not met).

Karina Ryan asked if it is worthwhile to call out who did not meet the performance measures. The committee stated that in previous years we've called out cities.

Currently we're watching to see if a recipient of funds continues to have exceptions for multiple years. If so, the IWC will call that out in the report.

Pat Piras asked where the public hearing notice was published and she requested staff to include the content and where the public hearing notice was published in the minutes.

"PUBLIC HEARING NOTICE

The **Independent Watchdog Committee** reviews Alameda County Transportation Commission 2000 Measure B expenditures and 2014 Measure BB expenditures and performance measures. The IWC invites the public to comment on its **Draft 17th Annual Report to the Public** at a public hearing on **Monday, July 8, 2019 at 5:30 p.m.** at Alameda CTC, 1111 Broadway, Suite 800, Oakland, CA. The draft report is available on the Alameda CTC website at <https://www.alamedactc.org/events/iwc-meeting-2/> or by request at the Alameda CTC office. For more information, please call 510.208.7400."

The public hearing notice was published in the following publications:

Bay Area News Group

- East Bay Times
- Fremont Argus
- Hayward Daily Review
- Oakland Tribune

Post Newspaper Group including
El Mundo

Sing Tao

Telegraph Media (East Bay Express
The Independent (Livermore)
What's Happening Now (Tri-City Voice)
Vision Hispana
Tri-City Voice

Pat Piras made a motion to approve the IWC annual report. Murphy McCalley seconded the motion. The motion passed with the following votes:

Yes: Jones, McCalley, Piras, Rivera-Hendrickson, Rubin, Ryan, Tilchen, Zukas

No: None

Abstain: None

Absent: Brown, Buckley, Dominguez, Nate, Saunders

9.2. Approve the Proposed Publication Costs and Distribution

Patricia Reavey presented the summary of publication costs for the IWC annual report and noted that it's similar to last year's. Ms. Reavey stated that the business cards are not included this year and items in orange are estimates based on actual costs for 2018 plus 10%. Ms. Reavey stated that the committee needs to make a decision on the BART stations in Alameda County in which to display the IWC annual report ads. The Committee requested that staff determine which

stations in Alameda County are available and provide a list to the Chair and Vice Chair to make a decision.

Thomas Rubin made a motion to have staff provide a list of available stations to the Chair and Vice Chair to make a decision regarding the stations in which to display the BART ads. Murphy McCalley seconded the motion. The motion passed with the following votes:

Yes: Jones, McCalley, Piras, Rivera-Hendrickson, Rubin, Ryan, Zukas
No: Tilchen
Abstain: None
Absent: Brown, Buckley, Dominguez, Nate, Saunders

Thomas Rubin made a motion to approve this item. Pat Piras seconded the motion. The motion passed with the following votes:

Yes: Jones, McCalley, Piras, Rivera-Hendrickson Rubin, Ryan, Tilchen, Zukas
No: None
Abstain: None
Absent: Brown, Buckley, Dominguez, Nate, Saunders

9.3. Draft IWC Annual Report Press Release Review

The committee reviewed the draft IWC annual report press release and noted that the press release is modeled after last year's press release. The committee requested minor changes to the press release.

This item is for information only.

10. IWC Calendar/Work Plan

10.1. Approve the IWC Calendar/Work Plan for FY2019-20

Patricia Reavey noted that the IWC Calendar has been updated for the Committee's review.

Thomas Rubin made a motion to approve this item. Murphy McCalley seconded the motion. The motion passed with the following votes:

Yes: Jones, McCalley, Piras, Rivera-Hendrickson Rubin, Ryan, Tilchen, Zukas
No: None
Abstain: None
Absent: Brown, Buckley, Dominguez, Nate, Saunders

11. Independent Auditor Work Plan

11.1. Overview of Independent Auditor's Work Plan

Whitney Crockett with Maze and Associates discussed the audit scope for the upcoming FY2018-19 audit. Ms. Crockett stated that the interim phase of the audit was scheduled for the week of June 24, 2019 and the final phase is scheduled for the week of September 3, 2019 and September 9, 2019. She stated that the draft Comprehensive Annual Financial Report (CAFR) will be presented at the Audit Committee meeting on October 24, 2019, at the Finance and Administration Committee (FAC) and IWC on November 18, 2019 and the Alameda CTC Commission meeting on December 5, 2019. Ms. Crockett reviewed the audit scope and what it will include. She concluded by stating that Maze & Associates will request from management that data and assertions provided are complete and accurate.

Murphy McCalley asked what accounting software Alameda CTC uses. Lily Balinton stated AccuFund Accounting.

Pat Piras asked if this item was presented at the FAC. Ms. Reavey stated that this item went before the Audit Committee on June 17, 2019. Pat Piras asked if the Audit Committee agenda and handout is on the website. Ms. Reavey stated that she believed that it was on the website. Pat Piras asked that, if it is not there, can staff make sure that she receive a copy of the handout that went to the Audit Committee.

Thomas Rubin asked if Alameda CTC has federal funds that are passed through to other agencies. Ms. Reavey said yes, the agency receives federal funds from Caltrans. We have a single audit each year related to federal funds received. She noted that the agency does have pass through responsibilities for pass through funds.

This item is for information only.

12. IWC Member Reports/Issues Identification

12.1. Chair's Report

Chair Steve Jones stated that he did not have new items to report.

12.2. IWC Issues Identification Process and Form

Murphy McCalley informed the committee that the Issues Identification Process and Form is a standing item on the IWC agenda which keeps members informed of the process required to submit issues/concerns that they want to have come before the committee. The Committee requested the Issues Identification Form become a fillable pdf for ease of use. Ms. Reavey stated that she will look into making the form a fillable pdf.

12.3. Issues form received – Potential Request for “Re-Allocation” of Measure BB Funds – Bart to Livermore

Pat Piras submitted this issue for review by the IWC and stated that it is an informational item. She explained that the Measure BB Transportation Expenditure Plan (TEP) included \$400 million for BART to Livermore. In 2018, the BART Board decided that they will not pursue this project. Tri-Valley San Joaquin Valley Regional Rail Authority aka Valley Link was created to find a solution. She noted that Valley Link plans to consult with Alameda CTC to request reallocation of the \$400 million. Ms. Piras noted that to reallocate Measure BB funds, an amendment to the TEP would be required. Ms. Piras requested that staff let the IWC know if this matter is agendaized for the Commission or relevant Committees.

This item is for information only.

12.4. Issues form received – City of Oakland Local Streets and Roads Performance

Murphy McCalley stated while reviewing Oakland's compliance reports he's dissatisfied with how they have been implementing their local streets and roads program. Oakland's PCI has not improved and last year the City of Oakland spent \$2.1 million on staff planning and scoping work. Mr. McCalley suggested that the IWC have the City of Oakland come before the IWC to explain how they plan to implement their plan to get the work done.

Pat Piras made a motion to have the City of Oakland appear before the IWC. Carl Tilchen seconded the motion. The motion passed with the following votes:

Yes:	Jones, McCalley, Piras, Rivera-Hendrickson Rubin, Ryan, Tilchen, Zukas
No:	None
Abstain:	None
Absent:	Brown, Buckley, Dominguez, Nate, Saunders

12.5. Issues form received – Performance Measure Information for the Public

Thomas Rubin submitted this issue requesting that the Committee consider whether or not Alameda CTC should include updated information on projects previously presented to the voters in transportation sales tax authorization ballot measures. He gave a PowerPoint presentation providing an approach as to how to provide performance measure information to voters, taxpayers, transportation system users, and residents that he considers more inclusive than Alameda CTC's current performance measures.

Thomas Rubin made a motion to create a subcommittee to make a recommendation to the Commission to update Alameda CTC's performance

measures. Carl Tilchen seconded the motion. The motion failed with the following votes:

Yes: Rubin, Tilchen
No: Jones, McCalley, Piras, Rivera-Hendrickson, Ryan, Zukas
Abstain: None
Absent: Brown, Buckley, Dominguez, Nate, Saunders

13. Staff Reports

13.1. FY2019-20 IWC Budget

Patricia Reavey reviewed the IWC budget for FY2019-20 with the committee. She stated that there were no changes from prior year as there were no issues with staying within the prior year's budget. Operating budgets expire at the end of the fiscal year, and leftover funding does not roll over to the next fiscal year.

This item is for information only.

13.2. Staff Response to Request for Information

Patricia Reavey noted that this item was included to show responses to questions from IWC members following the previous committee meeting.

This item is for information only.

13.3. IWC Projects and Programs Watchlist Next Steps

Patricia Reavey provided an update on the IWC Projects and Programs Watchlist Next Steps. A letter will be prepared on behalf of the Chair and sent to each city and agency sponsor to request notification of all public meetings for Measure B and Measure BB –funded projects and programs to IWC members who have signed up to “watch” the particular project and/or program.

This item is for information only.

13.4. IWC Roster

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

14. Adjournment

The meeting adjourned at 8:07 p.m. The next meeting is scheduled for November 18, 2019 at the Alameda CTC offices.

Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2019-2020

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Mr.	Jones, Chair	Steven	Dublin	Alameda County Mayors' Conference, D-1	Dec-12	Jan-19	Jan-21
2	Mr.	McCalley, Vice Chair	Murphy	Castro Valley	Alameda County Supervisor Nate Miley, D-4	Feb-15	Mar-17	Mar-19
3	Mr.	Brown	Keith	Oakland	Alameda Labor Council (AFL-CIO)	Apr-17		N/A
4	Mr.	Buckley	Curtis	Berkeley	Bike East Bay	Oct-16		N/A
5	Mr.	Dominguez	Oscar	Oakland	East Bay Economic Development Alliance	Dec-15		N/A
6	Mr.	Naté	Glenn	Union City	Alameda County Supervisor Richard Valle, D-2	Jan-15	Mar-17	Mar-19
7	Ms.	Piras	Pat	San Lorenzo	Sierra Club	Jan-15		N/A
8	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	Paratransit Advisory and Planning Committee	Jul-19		N/A
9	Mr.	Rubin	Thomas	Oakland	Alameda County Taxpayers Association	Jan-19		N/A
10	Ms.	Ryan	Karina	Oakland	League of Women Voters	May-19		N/A
11	Mr.	Tilchen	Carl	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Oct-18		N/A
12	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	Jun-16	Jun-18
13		Vacancy			Alameda County Mayors' Conference, D-2			
14		Vacancy			Alameda County Mayors' Conference, D-3			
15		Vacancy			Alameda County Mayors' Conference, D-4			

Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2019-2020

16		Vacancy			Alameda County Mayors' Conference, D-5			
17		Vacancy			Alameda County Supervisor Wilma Chan, D-3			



Paratransit Advisory and Planning Committee
Meeting Minutes
Monday, September 23, 2019, 1:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Call to Order

Sylvia Stadmire, PAPCO Chair, called the meeting to order at 1:30 p.m.

2. Roll Call

A roll call was conducted and all members were present with the exception of Larry Bunn, Bob Coomber, Carolyn Orr, Peggy Patterson, Carmen Rivera-Hendrickson, Will Scott, Linda Smith, Cimberly Tamura and Hale Zukas. A quorum was not present and the Chair moved item 5.1 before item 4.

Subsequent to the roll call:

Hale Zukas arrived during item 5.1.

3. Public Comment

Shawn Costello made a public comment about the 2-door versus the 3-door notification on the BART station screens. Michelle Rousey and Herb Hastings explained that the legacy BART cars have two doors for riders to enter and the new cars have three doors. It was noted that the third door lines are indicated on the platform.

Kevin Barranti asked if there is a method to contact the BART train operator if a situation arises. Herb Hastings stated that intercoms are located on both ends of BART cars.

4. Approval of Consent Calendar

(This item was presented after item 5.1)

- 4.1. Approve the June 24, 2019 PAPCO Meeting Minutes
- 4.2. Receive the FY 2019-20 PAPCO Meeting Calendar
- 4.3. Receive the PAPCO Roster
- 4.4. Receive the Paratransit Outreach Calendar

Herb Hastings moved to approve the consent calendar. Esther Waltz seconded the motion. The motion passed with the following votes:

Yes: *Barranti, Behrens, Costello, Hastings, Johnson, Lewis, Ross, Rousey, Stadmire, Waltz, Zukas*

No: *None*

Abstain: *None*

Absent: *Bunn, Coomber, Orr, Patterson, Rivera-Hendrickson, Scott, Smith, Tamura*

5. Paratransit Programs and Projects

5.1. Receive the Final 2018 Comprehensive Investment Plan (CIP) Paratransit Discretionary Grant Program Progress Report

(This item was presented before item 4)

Naomi Armenta presented this item. Ms. Armenta noted that this is the last report on the 2018 Comprehensive Investment Plan (CIP) Paratransit Discretionary Grant Program, which ended on June 30, 2019. She recapped that in 2016, a Call for Projects for discretionary funding was issued through the agency's CIP process and nine applicants submitted paratransit applications. In March 2017, staff and PAPCO evaluated the applications and recommended approval of all nine grants. The 2018 CIP Paratransit Discretionary Grant Program recommendation was approved by the Commission in April 2017.

Tony Lewis asked why the Center for Independent Living's (CIL) target for non-seniors with disabilities was not met. She stated that seniors, youth and people with vision impairments were in different categories and CIL stated that most adults already know how to use transit.

Tony Lewis asked why Eden I&R's target for calls from seniors was very low. Ms. Armenta suggested that Eden I&R had too many targets, which include targets that can be consolidated like seniors served and calls from seniors, and they've recently corrected this.

Michelle Rousey commented that using 2-1-1 for housing is very difficult.

Hale Zukas commented that it is difficult to believe that all of CIL's clients know how to use transit.

This item is for information only.

5.2. AC Transit RealTime Presentation

Chantal Reynolds provided an update on AC Transit RealTime (ACT RealTime). Ms. Reynolds stated that ACT RealTime reports the location of AC Transit buses every 15 seconds. Her presentation covered how ACT RealTime works, why AC Transit introduced the new real-time system, how to access the data, and how to find bus stop identification numbers. Ms. Reynolds concluded the presentation by walking through the steps with the Committee.

Shawn Costello asked why the texting feature has a phone number with only five digits. An Easy Does It staff member said the 5-digit number is for texting only. She also said that if you do not have your bus stop identification number you can request a list.

Hale Zukas asked how many bus stops have signs. Ms. Reynolds said that she will provide Krystle with this information.

Tony Lewis asked when the ACT RealTime mobile app will be available. Ms. Reynolds noted that there is no mobile app available at this time but the website is very mobile-friendly.

Yvonne Behrens asked if you do not have a computer how would you get the information. Ms. Reynolds said the website may be saved to your phone.

Tony Lewis suggested that the folks generating the platform work with Lighthouse for the Blind to make the platform more efficient for people with visual impairments.

Kristen Spencer said if you say “Hey, Google” on your smart phone or home device it will search the website with the voice command.

Shawn Costello commented that voice activation software may not work well for people with voice issues.

Michelle Rousey stated her concern with the platform is that AC Transit may be repeating the work already done by Google Maps. Ms. Armenta stated that the data that Google Maps uses comes from the transit agencies.

Herb Hastings suggested involving East Bay Paratransit's SRAC as a testing group.

Hale Zukas asked if the bus stop identification numbers can be put on the bus stop poles in Braille.

This item is for information only.

5.3. Mobility Management – Innovations in Volunteer Transportation: Examples of Technology Enhancing the Performance of a Volunteer Driver Program

Naomi Armenta presented this item. Ms. Armenta stated that the item in the packet was generated by the Massachusetts Mobility Management Center. Ms. Armenta reviewed the five areas in which technology can support a volunteer driver program.

This item is for information only.

6. Committee and Transit Reports

7.1. Independent Watchdog Committee (IWC)

Krystle Pasco presented this item. Ms. Pasco stated that the IWC met on Monday, July 8, 2019 and a public hearing was held for the draft IWC 17th Annual Report to the Public. There were no public comments. The Committee approved the draft annual report and outreach costs. The Committee re-elected Steve Jones as their Chair and Murphy McCalley as the Vice Chair. The next IWC meeting is November 18, 2019.

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

Michelle Rousey stated that SRAC met on August 6, 2019. The Committee re-elected Arnold Brillinger as Chair and Don Queen as Vice Chair. She said they discussed the emergency operation plan and the toolkit. The next SRAC meeting is scheduled for Tuesday, October 1, 2019.

7.3. Other ADA and Transit Advisory Committees

Herb Hastings reported that the BART Accessibility Task Force will meet on Thursday, September 26, 2019. He said that BART will have transitioned from paper tickets to the Clipper Card by the beginning of 2020.

7. Member Reports

Kristen Spencer said that the United Seniors of Oakland and Alameda County's (USOAC) Healthy Living Festival was very well attended.

Shawn Costello said he chaired his second Human Services Commission in July. The Committee approved over \$200,000 in grants for non-profits in Dublin. The next meeting is in November.

Michelle Rousey said the Healthy Living Festival at the Oakland Zoo was great. She also said that the Alameda County IHSS is actively looking for members.

Herb Hastings said he received a notification from CRIL to test the new Uber wheelchair accessible vehicles (WAVs).

Andrea Mok said that LIFE ElderCare is currently booking rides on Uber WAV with 100% success.

Shawn Fong stated that Lyft is starting to provide WAV vehicles in San Francisco.

Sandra Johnson also stated that she attended the USOAC Healthy Living Festival and it was a great success. Ms. Johnson stated that she is also a member of the IHSS.

Shawn Fong gave a shout out for the USOAC Healthy Living Festival. She also announced that AC Transit is in the process of doing a planning effort to redesign the service in the Newark/Fremont area and may be expanding the Flex Service.

Yvonne Behrens requested moving the November PAPCO meeting from November 25th to November 18th because of the holiday. Ms. Pasco stated that she'll check Alameda CTC's meeting schedule and let the Committee know if November 18th is a good date.

8. Staff Reports

Kate Lefkowitz gave an update on SB 1376 and the efforts of the California Public Utilities Commission on ensuring that the Transportation Network Companies (TNCs) are accessible for everyone.

Naomi Armenta gave an update on the new Access Alameda website. She also reviewed the potential topics for the February 24, 2020 Joint PAPCO and ParaTAC meeting.

9. Adjournment

The meeting adjourned at 3:00 p.m. The next PAPCO meeting is scheduled for November 25, 2019 at 1:30 p.m. at the Alameda CTC offices located at 1111 Broadway, Suite 800 in Oakland.

**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster - Fiscal Year 2019-2020**

	Title	Last	First	City	Appointed By	Term Began	Re apptmt.	Term Expires
1	Ms.	Stadmire, Chair	Sylvia J.	Oakland	Alameda County Supervisor Wilma Chan, D-3	Sep-07	Jul-19	Jul-21
2	Ms.	Johnson, Vice Chair	Sandra	San Leandro	Alameda County Supervisor Nate Miley, D-4	Sep-10	Jul-19	Jul-21
3	Mr.	Barranti	Kevin	Fremont	City of Fremont Mayor Lily Mei	Feb-16		Feb-18
4	Ms.	Behrens	Yvonne	Emeryville	City of Emeryville Councilmember John Bauters	Mar-18	Jan-19	Jan-21
5	Mr.	Bunn	Larry	Union City	Union City Transit Steve Adams, Transit Manager	Jun-06	Feb-19	Feb-21
6	Mr.	Coomber	Robert	Livermore	City of Livermore Mayor John Marchand	May-17	May-19	May-21
7	Mr.	Costello	Shawn	Dublin	City of Dublin Mayor David Haubert	Sep-08	Jun-16	Jun-18
8	Mr.	Hastings	Herb	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Mar-07	Oct-18	Oct-20
9	Mr.	Lewis	Anthony	Alameda	City of Alameda Mayor Marilyn Ezzy Ashcraft	Jul-18		Jul-20
10	Rev.	Orr	Carolyn M.	Oakland	City of Oakland, Councilmember At-Large Rebecca Kaplan	Oct-05	Jan-14	Jan-16
11	Rev.	Patterson	Margaret	Albany	City of Albany Mayor Rochelle Nason	Feb-18		Feb-20
12	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Sep-09	Apr-19	Apr-21

	Title	Last	First	City	Appointed By	Term Began	Re apptmt.	Term Expires
13	Ms.	Ross	Christine	Hayward	Pending Commission Approval Alameda County Supervisor Richard Valle, D-2	Oct-17	Dec-19	Dec-21
14	Ms.	Rousey	Michelle	Oakland	BART President Rebecca Saltzman	May-10	Jan-16	Jan-18
15	Mr.	Scott	Will	Berkeley	Alameda County Supervisor Keith Carson, D-5	Mar-10	Jun-16	Jun-18
16	Ms.	Smith	Linda	Berkeley	City of Berkeley Mayor Jesse Arreguin	Apr-16		Apr-18
17	Ms.	Tamura	Cimberly	San Leandro	City of San Leandro Mayor Pauline Cutter	Dec-15	Mar-19	Mar-21
18	Ms.	Waltz	Esther Ann	Livermore	LAVTA Executive Director Michael Tree	Feb-11	Jun-16	Jun-18
19	Mr.	Zukas	Hale	Berkeley	A. C. Transit Board Vice President Elsa Ortiz	Aug-02	Feb-16	Feb-18
20		Vacancy			City of Hayward Mayor Barbara Halliday			
21		Vacancy			City of Newark Councilmember Luis Freitas			
22		Vacancy			City of Piedmont Mayor Robert McBain			
23		Vacancy			City of Union City Mayor Carol Dutra-Vernaci			



Memorandum

10.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: November 27, 2019

TO: Alameda County Transportation Commission

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

SUBJECT: Update on potential regional transportation measure known as FASTER Bay Area and approval of a list of projects for inclusion in 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 approve a list of projects and programs for inclusion in a FASTER Bay Area measure.

Summary

In October at both the Planning, Policy and Legislation Committee (PPLC) and at the full Commission meeting, the Commission had robust discussions regarding FASTER Bay Area. The Commission submitted a comment letter to the leaders of the FASTER coalition: the Bay Area Council, Silicon Valley Leadership Group, and SPUR, with copy to the author of the proposed legislation, Senator Jim Beall, the full Alameda County delegation, and MTC and ABAG (Attachment A). The Commission also directed staff to concurrently develop a draft list of projects and programs to advocate for in future discussions with the FASTER Bay Area coalition and legislature for inclusion in FASTER Bay Area. This item includes an update on the ongoing discussions regarding FASTER Bay Area and a project and program list for consideration by the Commission.

Background

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 **Freedom, Affordability, Speed, Transparency, Equity and Reliability (FASTER)**. The goal of FASTER Bay Area is to raise \$100 Billion in the first 40 years to develop a seamless, reliable and easily accessible transit system. This investments are

expected to provide more affordable transportation options, reduce climate pollution and improve access to jobs and increase economic opportunity for Bay Area residents.

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. From September through November, 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. Since that time the FASTER Bay Area coalition has presented to the Metropolitan Transportation Commission (MTC) Commission, and initiated a Technical Advisory Committee, including staff representation from Alameda CTC.

Commission Activities

At the October PPLC and Commission meetings, the Commission had a robust discussion regarding FASTER Bay Area. The following summarizes points raised by Commission members:

Alameda CTC:

- Understands the importance of addressing pressing transportation issues and the need to develop a transportation system that supports current and future travel needs that is forward looking
- Appreciates that businesses are stepping up to the plate to try to do something about the transportation issues facing the region, while concerned about business impacts on the transportation system due to where jobs have been located
- Is concerned over the process moving too fast and being mostly business-led without enough local elected official engagement
- Is concerned about the four programmatic funding categories, accountability and that there are no specific projects listed
- Is concerned that the process could end up like the Regional Measure 3 process, which was difficult, divisive and initially not fair to Alameda County bridge toll payers and residents
- Is concerned over governance and that the MTC, which may be expected to be the administering agency, has not had the opportunity to fully weigh in on the proposed approach, funding categories, governance and consistency with regional planning and priorities
- Is concerned about funding a large measure with a 1-cent sales tax, including the following:
 - Local jurisdictions are limited in what funds they can raise and this measure could impinge on local jurisdictions' abilities to raise revenue for local needs
 - A diverse funding mechanism should be considered (ideas for consideration could include a combination of vehicle registration fee, employer head tax and smaller size sales tax)

- There may be sales tax fatigue due to the current high rate and impact to low income communities
- There may be a competing measure on the same ballot since AB 1487 was signed by the Governor to allow for a region-wide measure to be placed on the ballot to fund housing
- There is an imbalance of housing and jobs creation and Alameda County has the most balanced jobs/housing ratio. If the tax passes, Alameda County residents would pay second highest amount for projects in the Bay Area as the second largest sales tax generator in the region
- Would like to see equity considerations not only for low-income, but also geographic equity
- Would like to ensure that Core Capacity projects on the Bay Bridge, BART Transbay, transit operations, zero emissions bus and bus yards, first and last mile connections, mea-regional and interregional transit connections (i.e. the Altamont Corridor and from the North Bay to the East Bay) and freight are addressed in any final FASTER Bay Area Program

The Chair created a three-member committee composed of PPLC Chair Bauters, Commission Vice-Chair Cutter, and PPLC representative Commissioner Ortiz, to lead development of the comment letter (Attachment A) and meet with the FASTER Bay Area coalition leaders on the Commission's behalf. As discussed in detail at the October Commission meeting, the committee drafted a comment letter that was sent to the FASTER Bay Area coalition and a meeting was held on Friday, November 22nd where Alameda CTC comments and concerns were conveyed and the FASTER Bay Area coalition representatives responded with updates on the development process for a measure and constraints and opportunities they are assessing to address concerns raised by the commission, including developing a robust means based fare program and rebate program to address impacts to low income taxpayers and ensuring equitable distribution of funds based upon transportation impacts to counties by developing distribution methods based upon commute sheds. Based upon transportation needs for both capital and operations, the coalition is still focused on a sales tax as the funding mechanism and there is an increased amount (\$50 billion) expected to be contributed by businesses through mandatory Transportation Demand Management strategies for businesses with 100 or more employees.

Approach to Identifying Projects and Programs

At the October Commission meeting, the Commission approved sending a comment letter to initiate discussions with the FASTER Bay Area coalition and the legislative delegation, and directed staff to develop a draft list of projects and programs for the Commission's consideration to include in a FASTER Bay Area measure. The draft list of projects and programs (Attachment B) was developed based on the following factors:

- **Alignment with the areas of investment identified to date by the FASTER Bay Area group:** The FASTER Bay Area coalition has identified three investment categories, focused on a rapid transit network, access to the rapid transit network, and equity. The three categories and the draft estimates of potential shares of the FASTER revenues

that the FASTER Bay Area coalition presented at its transportation forum in Alameda County on October 3rd are detailed below.

- **2014 Measure BB Transportation Expenditure Plan:** Projects that were prioritized by the Commission and Alameda County voters as named projects or major investment areas in the Measure BB Transportation Expenditure Plan and align with the three categories identified by FASTER Bay Area were identified as potential projects and programs.
- **Horizon/Plan Bay Area 2050 Project Submittals and Performance Assessment:** MTC is currently developing Plan Bay Area 2050, the next Regional Transportation Plan and Sustainable Communities Strategy for the nine-county Bay Area. As part of plan development, MTC has conducted two calls for projects over the past 18 months: 1) a Horizon Transformative Projects call for projects costing \$1 billion or more in the fall of 2018, and 2) a call for regionally significant projects costing \$250 million or more in June 2019. Alameda CTC submitted projects to the transformative projects call, as did a number of transit agencies, and was the submitting agency for all regionally significant projects approved by the Commission in June and submitted to MTC. The FASTER Bay Area coalition has stated that the project performance assessment MTC has conducted on projects submitted for Plan Bay Area 2050 will be a key input for identifying project priorities for the FASTER Bay Area expenditure plan. Therefore, staff also used the project submittals and the results of the project performance assessment to inform development of the draft list of projects and programs for the Commission's consideration.
- **Commission discussion:** At the October Commission meetings, a number of potential projects and programs were discussed, including the following: Core Capacity projects on the Bay Bridge, BART Transbay improvements, transit operations, zero emissions bus and supporting bus facilities, first and last mile active transportation connections, mega-regional and interregional transit connections (i.e. the Altamont Corridor and from the North Bay to the East Bay) and freight

FASTER Bay Area Investment Categories

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 three broad funding categories and has not yet released a specific project list. FASTER Bay Area received significant feedback this fall from MTC and other transportation agencies and the legislature calling for a hybrid investment plan that includes both specifically named projects, as well as the three programmatic categories. In addition, FASTER Bay Area has identified a fourth category, which is not part of the FASTER measure expenditure plan but is part of the overall framework and is included here for reference. 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, estimated at \$50 billion): 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.

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 measure and the identified transformative projects the Commission and partner agencies submitted into MTC's Horizon Transformative Projects Call for Projects late last year. Staff evaluated the Transformative Projects submitted by the Commission to MTC last year and related capital projects in the 2014 TEP, as well as the regionally significant projects submitted in June and evaluated in MTC's project performance assessment to see which projects and programs best fit the FASTER Bay Area framework.

Attachment B, Draft Projects and Programs for FASTER Bay Area, identifies projects and programs for the Commission's consideration for inclusion in a FASTER Bay Area Measure. The projects and programs are listed in alphabetical order below:

Affordable and Safe Programs

A major element of discussions to date regarding FASTER has been concerns regarding affordability and equity in the region. For this category, the focus is on providing affordable

transit and improving safe access to schools. The Affordable Student Transit Pass Program provides free or discount transit passes to middle and high school students in participating schools. The draft list includes funding for expanding the existing program countywide to schools within ¼ mile of transit service, as well as additional funding for home to school transportation to help cover costs of school transport, which was identified by AC Transit as a priority for FASTER Bay Area. The Safe Routes to Schools program request focuses on expanding the current program to all K-12 public schools in the county, including education, outreach and infrastructure to provide safe travel to school for all children.

Bus, Bike and Pedestrian Trails

The bus, bike and pedestrian trails category focuses on improved rapid bus networks as well and quality first and last mile connections to the transit network. This category includes multimodal improvements on major corridors, such as San Pablo Avenue and E14th/Mission/Fremont Boulevard, where Alameda CTC has been working closely with local jurisdictions, AC Transit, and Caltrans to identify complete street improvements to these critical interjurisdictional corridors. These projects would include major upgrades to the current bus system, as well as pedestrian and bicycle infrastructure. In addition, major trails in Alameda County are included, as trails provide high quality connections both to transit and major destinations throughout the county.

Clean Fleets

The California Air Resources Board's (CARB) Innovative Clean Transit regulation requires transit agencies throughout the state to transition their fleets to zero emissions by 2040, with phased implementation starting in the near-term. The intent of CARB's regulation is to reduce tailpipe pollution and greenhouse gas emissions throughout the state. This requirement brings with it substantial costs for both fleet replacement and supporting infrastructure. Funding requests in this category would support AC Transit, LAVTA, Union City Transit, WETA and Valley Link/Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA) to procure and support zero emissions fleets. While clean trucks is also a long-standing priority in the region, it is not included in the draft project list given FASTER Bay Area's focus on transit. In addition, the Bay Area Air Quality Management District (BAAQMD) and CARB have existing incentive and regulatory programs focused on clean trucks.

Express Lanes and Express Bus

Alameda CTC is actively working to advance the express lane network in Alameda County, which is part of a larger regional express lanes network. Alameda CTC is currently leading efforts on I-680 to close gaps in the existing network, and studies are underway to explore additional express lanes on I-580 to create a linked system of express lanes and direct connectors on these two critical corridors. (MTC is currently implementing the express lanes on I-880.) A robust express bus network is also included as part of the program to ensure transit is an integral part of the express lanes network.

Ferry

The ferry network provides a key interregional transit connection and serves multiple communities throughout Alameda County. WETA has developed a Strategic Plan calling for a phased system enhancement and expansion. The expanded service would reach 15- and

30-minute frequencies throughout the day and add two new terminals in Alameda County in Berkeley and Seaplane Lagoon.

Rail

The rail network is a critical element of the frequent, high quality transit network that is the focus of the FASTER Bay Area effort. Rail services provide the high capacity and high frequency backbone of the region's transit system. The draft list of projects includes both improvements to the existing core system, infill and rail connectivity improvements, including stations, and targeted expansions focused on interregional travel. In addition, per discussion at the Commission meeting in October, freight rail improvements are also included, specifically the GO Port improvements at the Port of Oakland, as well as rail safety improvements countywide to improve safety and reduce impacts on communities adjacent to rail infrastructure. At the Commission's October meeting support for a transit connection between the North Bay and East Bay was discussed; however, currently there is not a specific project being advanced by transit operators in Alameda County and therefore no project is included.

Transit Operations

The FASTER Bay Area initiative to date has focused extensively on increasing the quality and availability of transit. This category focuses on funding for new or expanded transit services countywide. The focus is on operations of the rapid transit network (bus, rail and ferry), as well as home to school services for operators including AC Transit, ACE, BART, Capitol Corridor, LAVTA, Union City Transit and Valley Link/TVSJVRRRA, and WETA, with proportional shares only included for multi-county or multi-region operators.

Process and Timeline Moving Forward

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

- Nov/Dec: Develop Final FASTER Framework and Legislative Proposal
 - Continue presenting to transportation agencies and operators, and engaging with elected officials and stakeholders
 - Continued meetings of the Technical Advisory Group of county and regional transportation agencies and public transit operators
 - Incorporate information from MTC's Plan Bay Area 2050 project and scenario evaluation (draft results 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
- Jan 2020: Legislature considers FASTER proposal. Legislation would authorize a regional entity, potentially MTC, to request/require counties to place it on the ballot. The current spot bill which is the likely vehicle for FASTER is SB 278 (Beall).
- June 2020: Must be signed by the Governor
- Spring/Summer 2020: Regional entity considers whether to place on the ballot
- November 2020: FASTER Bay Area measure on the ballot for voters' consideration

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

Attachments:

Attachment A. Alameda CTC Comment Letter

Attachment B. Draft Projects and Programs for FASTER Bay Area



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November 1, 2019

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

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President and CEO
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**Re: Alameda County Transportation Commission Comments on
 FASTER Bay Area**

Dear FASTER Bay Area Coalition Leaders:

Over the past few months, the Alameda County Transportation Commission (Alameda CTC) has received updates on the FASTER Bay Area coalition efforts to develop a measure aimed at solving regional transportation issues in the Bay Area. As a countywide transportation agency that has developed and passed transportation sales tax measures with over 2/3 voter support, Alameda CTC at its October 24th Board meeting provided the following comments regarding the FASTER Bay Area process and requests the opportunity to meet to discuss in more detail.

Alameda CTC appreciates that businesses are taking a lead role in addressing the transportation issues facing the region and we believe that there is an even stronger role businesses can play in solving transportation problems, particularly in relation to where businesses make decisions on where to locate and the resultant impacts on the transportation system.

Local jurisdictions have limited opportunities to raise local revenue and Alameda CTC is concerned that a new 1 cent sales tax to generate \$100 billion over a 40-year horizon may limit local opportunities for revenue generation. Alameda CTC recommends consideration of a diverse funding mechanism, particularly due to sales tax fatigue and effects on low income community members and small, local businesses.

As a county with one of the most balanced jobs/housing ratios, Alameda CTC is concerned about the imbalance of jobs and housing in other areas of the region and the effect on our transportation system. If the FASTER Bay Area measure passes, Alameda County residents and businesses would pay one of the highest amounts for projects in the Bay Area as one of the largest sales tax generators in the region and, therefore, should receive a commensurate investment in our transportation system from the measure.

We recognize and appreciate the enormity of the effort your business coalition is trying to achieve in a short period of time and note that it appears to be moving too fast without enough public agency and public stakeholder engagement to adequately engage people in crafting a measure that could be supported on a future ballot. In particular, we believe the funding source for a measure of this magnitude needs more careful consideration and analysis before a full project or program list is assembled. Our Commission reviewed and agrees with the letter MTC sent to you dated October 15, 2019.

We thank you for the coalition's time in sharing information in Alameda County and your consideration of these comments. We look forward to meeting with you to discuss these items in more detail and to share how we believe a measure could be supported in Alameda County. Our staff will reach out to you to find an opportunity to set up a meeting with a subset of our Commission members.

Sincerely,



Richard Valle, Chair
Alameda County Transportation Commission

cc: Alameda County Legislative Delegation
Senator Jim Beall, Senate Transportation Committee Chair
Assemblymember Jim Frazier, Assembly Transportation Committee Chair
MTC
ABAG

DRAFT Projects and Programs for FASTER Bay Area: SUBJECT TO REVISION AND COMMISSION APPROVAL
Project list based on Plan Bay Area 2050 Transformative and regionally significant project submittals and major transit TEP projects

Major Projects*	Mode	Project Description	Estimated Project Cost** (\$ Millions)	Project Funding Request (\$ Millions)	Readiness
Affordable and Safe Programs					
Affordable Student Transit Pass Program	Program	The program would cover expansion to 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 schools.	\$850	\$650	In progress
Access Safe Routes to Schools	Program	The Program would fund expanded and enhanced implementation of Safe Routes to Schools at all K-12 public schools in Alameda County including education and infrastructure improvements to build a true network of Safe Routes to Schools.	\$1,100	\$750	In progress
Home to School Transportation (submitted by AC Transit)	Program	Transit agencies increased services and fleet size to assume responsibility for home-to-school transit as school districts cut service. Costs are for capital needs - operations costs included in Transit Operations below	\$130	\$130	Scoping
		Subtotal for Programs	\$2,080	\$1,530	
Bus, Bike and Pedestrian Trails					
Bus Facilities Modernization and Expansion (submitted by AC Transit)	Bus Facilities Modernization	Rehabilitation and expansion of AC Transit Bus Operating Divisions to accommdate future operating needs, including express bus expansion.	\$1,900	\$1,900	Planning
Alameda CTC Bus Rapid Transit + Connected Vehicles Corridors Network and AC Transit Rapid Network Improvements: <u>E14th/Mission and Fremont Blvd Corridor Project</u>	Transit and Bike/ped expansion	Transit priority treatments and rapid bus improvements on 30-mile priority development area corridors on E14th, Mission and Fremont Blvd corridor, including major service increases, bicycle network investments and pedestrian safety improvements.	\$600	\$600	Planning
Alameda CTC Bus Rapid Transit+ Connected Vehicles Corridors Network and AC Transit Rapid Network Improvements: <u>San Pablo Avenue Corridor Project</u>	Transit and Bike/ped expansion	Transit priority treatments and rapid bus improvements on priority development area corridor on San Pablo Avenue, including major transit service increases, bicycle network investments and pedestrian safety improvements.	\$600	\$600	Planning
Major Trails in Alameda County: The proposed improvements include construction of three major trails, including closing the gaps on the two existing facilities, in addition to supporting implementation of other new trails under development.	Major Trails and Large Bike Ped	San Francisco Bay Trail, East Bay Greenway, Iron Horse Trail, Niles Canyon Trail, Sabercat Trail, Regional Connectivity and Gap Closure Trails	\$2,500	\$1,500	Varies
		Subtotal for Bus, Bike and Pedestrian Trails Capital	\$5,600	\$4,600	
Clean Fleets (Capital)					
Zero Emission Fleet Conversion (multiple)	Transit	Transit capital needs to meet CARB 2018 Innovative Clean Transit Rule for 100% Zero Emission buses by 2040, electrify Valley Link, and ferry fleet conversion and facility upgrades	\$4,350	\$2,500	Planning
		Subtotal for Zero Emissions Fleet	\$4,350	\$2,500	
Express Lanes and Express Bus					
I-580 and I-680 Corridors Express Lane Improvements and Express Bus Program: The Project would implement a series of highway and express lane projects along the I-580 and I-680 corridors in Alameda County including complementary express bus services.	Express Lanes and Express Bus	I-580 and I-680 Express Lane Network: completion of Express Lanes on major corridors in Alameda County, including I-580 from the Bay Bridge to the existing Express Lanes, and I-680 from the Contra Costa to Santa Clara county lines.	\$4,200	\$3,000	Varies
	Express Lanes and Express Bus	Express Lane to Express Lane Direct Connectors (I-580/I-680 Interchange and State Route 262 Cross Connector connecting I-680 to I-880)	\$2,400	\$2,375	Varies
	Express Lanes and Express Bus	Countywide Express Bus Network: rapid express bus network utilizing the countywide express lane network.	\$1,000	\$1,000	Planning
		Subtotal for Express Lanes and Express Bus	\$7,600	\$6,375	

Major Projects*	Mode	Project Description	Estimated Project Cost** (\$ Millions)	Project Funding Request (\$ Millions)	Readiness
Ferry					
WETA System Enhancement and Expansion (submitted by WETA)	Ferry service expansion	Expand service on existing WETA network to reach 15- and 30-minute frequency throughout the day (operating costs below under transit operations). Add up to six new terminals in underserved areas of San Francisco Bay. Alameda County portion includes two new terminals: Berkeley and Seaplane Lagoon	\$1,500	\$500	Planning
		Subtotal for Ferry Capital	\$1,500	\$500	
Rail					
Altamont Corridor Vision Phase 1 (submitted by TVSJVRRRA and ACE)	Major Rail Extension	Major rail extension and improvements in the Altamont Corridor, including Valley Link rail extension, ACE Station and Equipment Improvements and new tunnel/aerial structure to get trains to 125mph (Alameda County elements only)	\$3,300	\$3,300	Environmental
Dumbarton Rail Project (submitted by Samtrans)	Major Rail Extension	Major megaregional rail connection between the East Bay and the Peninsula across the Dumbarton Bridge	\$3,900	\$2,000	Environmental
Irvington BART Station (submitted by Fremont)	Transit	Infill BART Station in the City of Fremont	\$250	\$80	Design
BART Core Capacity (submitted by BART)	Transit	BART Train Control Modernization program to increase capacity and reliability throughout the system. Includes Train Control System, Hayward Maintenance Complex II, traction power upgrades, and new Fleet. Assume 1/4 county share.	\$4,500	\$1,125	Planning and environmental
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	Port Rail	GO Port: Multimodal improvements and technology investments at the Port of Oakland.	\$620	\$350	Final Design
	Transit	Capitol Corridor Improvements	\$250	\$100	Environmental
	Transit	Rail Safety and Connectivity: grade crossing safety improvements and rail improvements connecting passenger rail operators, including addressing stations, in Southern Alameda County	\$1,000	\$750	Varies
		Subtotal for Rail Capital	\$13,820	\$7,705	
Transit Operations					
Transit Operations (multiple)	Bus, Ferry, Rail	Fund transit operations focused on the rapid network and key connecting services for all transit operators serving Alameda County. Includes funding for new or expanded operations and operational costs of facilities for: AC Transit, ACE, BART, Capitol Corridor, LAVTA, Union City, Valley Link/TVSJVRRRA, and WETA.	\$51,000	\$7,100	
		Subtotal for Transit Operations	\$51,000	\$7,100	

	Total	\$30,310
*Projects in bold submitted by Alameda CTC to MTC's Transformative Projects call after ACTC Commission Review in May 2018	Capital	\$23,210
**Project costs based on current MTC Plan Bay Area 2050 estimates or projects submitted by sponsor agencies and are subject to change as projects move through development.	Operations	\$7,100

Alameda County Population Share in Bay Area (1.65m people)	21%
Alameda County Sales Tax Generation (second largest in Bay Area after Santa Clara County)	> \$300 M/year
Alameda County Share of Bay Area Congestion	Alameda County has 50% of top 10 congested corridors in the Bay Area Alameda County supports 33 percent of regional commute trips, despite having only 21 percent of the regional population. 42 million miles traveled daily on Alameda County roads, almost one-quarter of all travel for the entire Bay Area.
Alameda County Has High Transit Ridership	> 94 million riders/year