



Commission Meeting Agenda Thursday, February 27, 2020 2:00 p.m.

Chair: Pauline Russo Cutter, Mayor City of San Leandro
Vice Chair: John Bauters, Councilmember City of Emeryville

Executive Director: Tess Lengyel
Clerk of the Commission: [Vanessa Lee](#)

1. Call to Order/Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Chair and Vice Chair Report

Page/Action

- | | | |
|--|---|---|
| 4.1. Recognition of Outgoing Chair Richard Valle | | I |
| 4.2. 2020 Committee Restructure and Member Assignments | 1 | I |

5. Executive Director Report

6. Consent Calendar

Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1. and 6.15

- | | | |
|---|----|---|
| 6.1. Approve January 30, 2020 Commission Meeting Minutes | 3 | A |
| 6.2. FY2019-20 Second Quarter Report of Claims Acted Upon Under the Government Claims Act | 7 | I |
| 6.3. Annual Local Business Contract Equity Program Utilization Report for payments processed between July 1, 2018 and June 30, 2019 | 9 | I |
| 6.4. Approve the Alameda CTC FY2019-20 Second Quarter Investment Report | 19 | A |
| 6.5. Approve the Alameda CTC FY2019-20 Second Quarter Consolidated Financial Report | 37 | A |
| 6.6. I-580 Express Lanes Operations Update | 43 | I |
| 6.7. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments | 53 | I |
| 6.8. Alameda County Safe Routes to Schools Program Update and Approve Contract Amendments | 55 | A |

6.9.	Affordable Student Transit Pass Program (STPP) Three-Year Evaluation and Phase 1 implementation update, and authorize the Executive Director to Execute Amendment No. 2 Professional Services Agreement	81	A
6.10.	Federal, state, regional, and local legislative activities update	115	I
6.11.	Approve Transportation Fund for Clean Air (TFCA) FY 2020-21 Expenditure Plan Application and Call for Projects	133	A
6.12.	Approve actions necessary to facilitate project advancement into the construction phase for Global Opportunities at the Port of Oakland (GoPort) Program's 7th Street Grade Separation East Project	153	A
6.13.	Approve Amendment No. 4 to the Professional Services Agreement with Parsons Transportation Group (PTG) for the I-80 Gilman Interchange Improvement Project	161	A
6.14.	Approve Amendment No. 4 to Professional Services Agreement No. A11-0038 with Parsons Corporation for Utility Closeout for the I-80 Integrated Corridor Mobility Project	169	A
6.15.	Community Advisory Committee Appointment	173	A
7. Community Advisory Committee Reports (3-minute time limit)			
7.1.	Independent Watchdog Committee – Steve Jones, Chair		I
7.2.	Bicycle and Pedestrian Advisory Committee – Matthew Turner, Chair	175	I
7.3.	Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair		I
8. Planning, Policy and Legislation Committee			
The Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations.			
8.1.	Receive an Update from the Metropolitan Transportation Commission / Bay Area Toll Authority on Analysis of a Bus Improvements to and over the San Francisco-Oakland Bay Bridge	183	I

9. Adjournment

Next Meeting: March 26, 2020

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 March 2020

Commission Chair

Mayor Pauline Russo Cutter,
City of San Leandro

Commission Vice Chair

Councilmember John Bauters,
City of Emeryville

AC Transit

Board Vice President Elsa Ortiz

Alameda County

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

BART

Vice President Rebecca Saltzman

City of Alameda

Mayor Marilyn Ezzy Ashcraft

City of Albany

Mayor Nick Pilch

City of Berkeley

Mayor Jesse Arreguin

City of Dublin

Mayor David Haubert

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

Tess Lengyel

Commission and Committee Meetings

Time	Description	Date
9:00 a.m.	Finance and Administration Committee (FAC)	Cancelled
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)	
10:00 a.m.	Programs and Projects Committee (PPC)	March 9, 2020
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
2:00 p.m.	Alameda CTC Commission Meeting	March 26, 2020

Advisory Committee Meetings

1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	March 5, 2020
5:30 p.m.	Independent Watchdog Committee (IWC)	March 9, 2020
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	March 10, 2020
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	March 23, 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). Meetings subject to change.

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TO: Alameda County Transportation Commissioners

FROM: Pauline Cutter, Chair
Tess Lengyel, Executive Director

SUBJECT: 2020 Committee Restructure and Member Assignments

On behalf of Alameda CTC Chair, Pauline Cutter, this memo is intended to inform Commissioners of the new Standing Committee structure, assignments and meeting times for each committee, as well as agency assignments to other organizations. Per Chair Cutter, the current committee structure was thoroughly assessed and the following changes were made in an attempt coordinate identified preferences and interests. The new times for the committees are included in Attachment A.

Chair Cutter has established a new committee, the Alameda CTC Multi-modal Committee, that reflects the multi-modal nature of Alameda CTC's work and consolidates the Goods Movement Planning Committee, the Transit Planning Committee and the I-580 Express Lane Committee into a single committee. This Committee will meet on an as-needed basis and serve in an advisory capacity to the governing body of the Commission on the I-580 Express Lanes in the Tri-Valley and policy and programs that impact transit and freight movement throughout the County. This reorganization of committees will take effect immediately.

Standing committee meetings will continue to be held on the second Monday of each month, with the exception of August and December. Please note: The Finance and Administration Committee and the Multi-modal Advisory Committee, will meet on a quarterly or as-needed basis. The I-680 Sunol Express lane Joint Powers Authority will meet on a quarterly or as-needed basis. The time for that committee is also shown in Attachment A.

Staff will place the meetings for the duration of the year on your calendars. Please notify your alternate of your assignments along with the meeting times and duration. feel free to contact either Chair Cutter or the Executive Director, Tess Lengyel.

Attachment A: Standing Committee and other agency assignments



2020 Standing Committee
and Other Agency Assignments

QUARTERLY*		
I-680 SUNOL EXPRESS LANE JOINT POWERS AUTHORITY	FINANCE AND ADMINISTRATION COMMITTEE (FAC)	MULTI-MODAL (I-580 POLICY ADVISORY, GOODS MOVEMENT, TRANSIT)
9:00 AM -- 9:30 AM	9:30 AM -- 10:00 AM	9:00 AM -- 10:00 AM
Lily Mei, Chair David Haubert, Vice Chair Glenn Hendricks, VTA Scott Haggerty Jerry Thorne	Luis Freitas, Chair Robert McBain, Vice Chair Scott Haggerty Jerry Thorne Richard Valle	Rebecca Kaplan, Chair John Marchand, Vice Chair Luis Freitas Scott Haggerty Robert McBain Lily Mei Nate Miley Elsa Ortiz Jerry Thorne

STANDING	
PROGRAMS AND PROJECTS COMMITTEE (PPC)	PLANNING, POLICY AND LEGISLATION COMMITTEE (PPLC)
10:00 AM -- 11:30 PM	11:30 PM -- 1:00 PM
Carol Dutra-Vernaci, Chair Rebecca Saltzman, Vice Chair Wilma Chan Scott Haggerty David Haubert John Marchand Lily Mei Nate Miley Sheng Thao	Elsa Ortiz, Chair Barbara Halliday, Vice Chair Jesse Arreguin Keith Carson Marilyn Ezzy Ashcraft Scott Haggerty Rebecca Kaplan Nick Pilch Richard Valle

* These committees will meet quarterly or on an as needed basis

Other Agency Appointments:

San Joaquin Regional Rail Commission Representative:

John Marchand, Scott Haggerty

California Association of Councils of Government Representative:

John Bauters



Alameda County Transportation Commission Commission Meeting Minutes Thursday, January 30, 2020, 2 p.m.

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Chan, Commissioner Miley, and Commissioner Valle.

Commissioner Droste was present as an alternate for Commissioner Arreguin.
Commissioner McQuaid was present as an alternate to Commissioner Carson
Commissioner Salwan was present as an alternate for Commissioner Haggerty.

Subsequent to the roll call:

Commissioner Miley arrived during Item 5.

3. Public Comment

There was a public comment made by Jonah Markowitz regarding parliamentary procedures for the agency's Commission meetings.

4. Election of Commission Chair and Vice Chair

4.1. Approve the election of the Commission Chair and Vice-Chair

Commissioner Dutra-Vernaci moved to elect Commissioner Cutter as the Chair of the Commission and Commissioner Bauters as Vice Chair of the Commission.

Commissioner Ortiz seconded the motion. The motion passed with the following vote:

Yes: Bauters, Cutter, Droste, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Halliday, Haubert, Kaplan, Marchand, McBain, McQuaid, Mei, Ortiz, Pilch, Saltzman, Salwan, Thao, Thorne

No: None

Abstain: None

Absent: Chan, Miley, Valle

5. Chair and Vice Chair Report

Commissioner Cutter thanked the Commission for electing her Chair and thanked Commissioner Valle for his leadership for the last two years. Chair Cutter then welcomed Mayor Pilch of Albany to the Commission and stated that 2020 will be a busy year for project and program delivery and policy development and advocacy. She highlighted a number of projects that will be going into construction this year in fall/early winter. Commissioner Cutter concluded her report by announcing that new committee assignments will take effect in March.

6. Executive Director Report

Tess Lengyel congratulated the newly appointed Chair and Vice Chair of the Commission. Ms. Lengyel provided a brief overview of projects going into construction. She noted that staff will be meeting with city staff in each planning area of the county to receive input on transportation priority projects for inclusion in the 2020 Countywide Transportation Plan. Ms. Lengyel concluded her report by stating that she is scheduling one-on-one meetings with Commissioners to discuss their jurisdictions needs and to continue to build strong partnerships.

7. Consent Calendar

- 7.1. Approve December 5, 2019 Commission Meeting Minutes
- 7.2. I-580 Express Lanes Operations Update
- 7.3. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
- 7.4. Congestion Management Program 2019 Multimodal Performance Report Update
- 7.5. 2020 Countywide Transportation Plan: Needs Assessment Part 1 Update
- 7.6. Approve Administrative Amendments to Various Project Funding Agreements to extend agreement expiration dates
- 7.7. Approve revision to the Alameda County 2020 State Transportation Improvement Program (STIP)
- 7.8. Authorize the release of the Invitation for Bid (IFB) for the construction of the I-880 Replacement Planting at Davis Street and Marina Boulevard Project
- 7.9. Award Contract to Associated Right of Way Services for right-of-way services for the East Bay Greenway (from Lake Merritt BART to South Hayward BART)
- 7.10. Approve allocation request for right-of-way and Constructability review, and award Contract for Construction Management Professional Services for the 7th Street Grade Separation East Project
- 7.11. Authorize the Executive Director to execute a cooperative agreement with the Alameda County Public Works Agency (ACPWA) for Right-of-Way (ROW) closeout services for the I-880/Mission Boulevard (Route 262) Interchange Project
- 7.12. Approve Appointments to Community Advisory Committees

Commissioner Pilch requested more detailed information on Items 7.2 and Items 7.6 on the Consent Calendar. Ms. Lengyel stated that she could provide detailed information on the items at their scheduled Commissioner orientation meeting.

*Commissioner Dutra-Vernaci moved to approve the Consent Calendar.
Commissioner Kaplan seconded the motion. Commissioners Salwan and Ezzy Ashcraft abstained from the vote on Item 7.1. The motion passed with the following votes:*

Yes:	Bauters, Cutter, Droste, Dutra-Vernaci, Freitas, Halliday, Haubert, Kaplan, Marchand, McBain, McQuaid, Mei, Miley, Ortiz, Pilch, Saltzman, Thao, Thorne
No:	None
Abstain:	Ezzy Ashcraft, Salwan (item 7.1)
Absent:	Chan, Valle

8. Community Advisory Committee Reports

8.1 Bicycle and Pedestrian Advisory Committee (BPAC)

There was no one present from BPAC.

8.2. Independent Watchdog Committee (IWC)

Steve Jones, IWC Chair, reported that IWC met on January 13, 2020. He stated that the committee received updates on Alameda CTC's Measure B and Measure BB Programs and Capital projects, and on the Measure B and Measure BB Direct Local Distribution Compliance and Audited Financial Reports review process. The IWC next meeting is on Monday, March 9, 2020.

8.3. Paratransit Advisory and Planning Committee (PAPCO)

There was no one present from PAPCO.

9. Planning, Policy and Legislation Committee

9.1. Federal, state, regional, and local legislative activities update and approve the 2020 Alameda CTC Legislative Program

Tess Lengyel stated that this item was an action item to provide an update on Federal, state, regional, and local legislative activities and approve the 2020 Alameda CTC Legislative Program. She introduced Emily Bacque, Federal Lobbyist, who provided a detailed update on federal activities. Ms. Bacque discussed the House Transportation and Infrastructure Committee (T & I) infrastructure proposal, the surface transportation bill and Fast Act reauthorization.

In regards to the legislative program, Ms. Lengyel noted that items that were added to the legislative platform from the Planning, Policy and Legislation Committee (PPLC) include discussions on parking placard abuse and support for efforts to increase transit priority throughout the transportation system. She noted that the committee requested that Alameda CTC send a letter to California Public Utilities to request data on Transportation Network Companies and that has been sent.

Commissioner Kaplan wanted to know if there was a need for advocacy around earmarking. Ms. Bacque stated that it may be worthwhile to advocate for earmarks with local U.S. Representatives.

Commissioner Ezzy Ashcraft asked for an update on Regional Measure 3 (RM3). Ms. Lengyel noted that RM3 is still held up in litigation however, the Metropolitan Transportation Commission (MTC) acted to allow jurisdictions with specifically named projects in RM3 to request a letter of no prejudice.

Commissioner McQuaid questioned if there are any items in the legislative program about the movement of coal or regional equity. Ms. Lengyel noted the agency addresses equity through the 2020 Countywide Transportation Plan. Ms. Lengyel stated that the legislative program does not include initiatives on the movement of coal.

Commissioner Dutra-Vernaci moved to approve this item. Commissioner Kaplan seconded the motion. The motion passed with the following votes:

Yes: Bauters, Cutter, Droste, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Halliday, Haubert, Kaplan, Marchand, McBain, McQuaid, Mei, Miley, Ortiz, Pilch, Saltzman, Salwan, Thao, Thorne
No: None
Abstain: None
Absent: Chan, Valle

10. Programs and Projects Committee

10.1. Closed Session Pursuant to California Government Code section 54956.9(c)

Conference with General Counsel regarding possible litigation

The Commission went to Closed Session pursuant to California Government Code section 54956.9(c).

10.2. Report on Closed Session

Zack Wasserman reported that there was no action taken in closed session.

10.3. State Route 84/Interstate 680 Interchange Improvements Project (PN 1386.000):

Adopt Resolution # 20-001 agreeing to hear resolutions of necessity should an eminent domain action be required to acquire property for construction of the State Route 84/Interstate 680 Interchange Improvements Project.

John Pulliam recommended that the Commission adopt Resolution #20-001 agreeing to hear resolutions of necessity should an eminent domain action be required to acquire property for construction of the State Route (SR84) Expressway Widening and State Route 84/Interstate 680 (SR84/I-680) Interchange Improvements Project. He noted that this action requires a four-fifths affirmative vote by the Commission.

Commissioner Thorne moved to approve this item. Commissioner Salwan seconded the motion. The motion passed with the following roll call vote:

Yes: Bauters, Cutter, Droste, Dutra-Vernaci, Ezzy Ashcraft, Freitas, Halliday, Haubert, Kaplan, Marchand, McBain, McQuaid, Mei, Miley, Ortiz, Pilch, Saltzman, Salwan, Thao, Thorne
No: None
Abstain: None
Absent: Chan, Valle

11. Member Reports

There were no member reports.

12. Adjournment

The next meeting is Thursday, February 27, 2020 at 2:00 p.m.



Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE:	February 20, 2020
TO:	Alameda County Transportation Commission
FROM:	Patricia Reavey, Deputy Executive Director of Finance and Administration
SUBJECT:	FY2019-20 Second Quarter Report of Claims Acted Upon Under the Government Claims Act

Recommendation

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

Summary

There were no actions taken by staff under the Government Claims Act during the second quarter of FY2019-20.

Background

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

California Government Code section 935.4 states:

“A charter provision, or a local public entity by ordinance or resolution, may authorize an employee of the local public entity to perform those functions of the governing body of the public entity under this part that are prescribed by the local public entity, but only a charter provision may authorize that employee to allow, compromise, or settle a claim against the local public

entity if the amount to be paid pursuant to the allowance, compromise or settlement exceeds fifty thousand dollars (\$50,000). A Charter provision, ordinance, or resolution may provide that, upon the written order of that employee, the auditor or other fiscal officer of the local public entity shall cause a warrant to be issued upon the treasury of the local public entity in the amount for which a claim has been allowed, compromised, or settled."

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

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

Fiscal Impact: There is no fiscal impact. This is an information item only.



Memorandum

6.3

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• www.AlamedaCTC.org

DATE: February 20, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: Annual Local Business Contract Equity Program Utilization Report for Payments Processed between July 1, 2018 and June 30, 2019

Recommendation

This item is to provide the Commission with an update on the Annual Local Business Contract Equity Program Utilization Report for payments processed between July 1, 2018 and June 30, 2019. This item is for information only.

Summary

This report provides an update of business utilization on active professional services and construction contracts administered by Alameda CTC with payments processed in Fiscal Year (FY) 2018-19. Business utilization is reported for Local Business Enterprise (LBE), Small Local Business Enterprise (SLBE), and Very Small Local Business Enterprise (VSLBE) firm participation on locally-funded contracts subject to the Local Business Contract Equity (LBCE) Program that were awarded and administered by Alameda CTC. Utilization data is also included for locally-funded contracts that are exempt from the LBCE Program due to having additional state, regional, or non-local funds, or being less than \$50,000 in contract value. Additionally, an update on the LBCE Program certification activities within the same timeframe is presented for informational purposes only.

In the current reporting period there were a total of 42 active professional services contracts with LBCE Program goals. On these contracts, 95% of payments (\$27.8 million) went to certified LBE firms and 42% of payments (\$12.2 million) went to certified SLBE firms. There were no active construction contracts administered by Alameda CTC in FY2018-19.

TABLE 1 – Contracts with LBCE Program Goals						
Contract Type	LBCE Program Goals	Number of Contracts	Payments in FY2018-19 (July 1, 2018 through June 30, 2019)			
			Payment Amount	LBE	SLBE	VSLBE
Professional Services	70% for LBE; 30% for SLBE	42	\$29,235,209	95%	42%	2%
Construction	60% for LBE; 20% for SLBE	-	-	-	-	-
Total	-	42	\$29,235,209	95%	42%	2%

There were 42 active contracts exempt from the LBCE Program in this reporting period, of which 31 were in the professional services category and 11 were for Caltrans administered cooperative contracts. For contracts exempt from LBCE Program goals approximately 23% of payments (\$10.4 million) went to LBE certified firms and 4% of payments (\$1.8 million) went to SLBE certified firms. This information is shown in Table 2 below.

TABLE 2 – Contracts Exempt from LBCE Program Goals						
Contract Type	LBCE Program Goals	Number of Contracts	Payments in FY2018-19 (July 1, 2018 through June 30, 2019)			
			Payment Amount	LBE	SLBE	VSLBE
Professional Services ¹	None	31	\$13,135,503	79%	14%	<1%
Caltrans Cooperative Agreements	None	11	\$31,928,853	0%	0%	0%
Total	-	42	\$45,064,356	23%	4%	<1%

¹ Includes professional services contracts and letter agreements exempt from the LBCE Program and/or subject to the Federal DBE Program.

Background

In 1989, a contract equity program for the procurement of professional services was established which set goals of 70% for LBE, 25% for Minority Business Enterprise (MBE), and 5% for Women Business Enterprise (WBE).

In 1995, a program for construction contracts that set overall participation goals of 60% for LBE, 33% for MBE, and 9% for WBE was approved. Those goals were based on a disparity study and extensive public input from both the prime and minority contracting communities. Specific goals were set for each construction contract, based on biddable items and the availability of local MBE and WBE firms.

As a result of the passage of Proposition 209 in 1996 and the United States Department of Transportation's issuance of a final rule on the Disadvantaged Business Enterprise (DBE) program in 1999, the MBE/WBE program and goal requirements were suspended. In lieu of the suspended MBE/WBE program, two new programs were adopted: the LBE/SLBE Program for contracts funded with local dollars and the DBE program for contracts funded with federal dollars.

In January 2008, a revised LBE/SLBE Program was adopted and renamed as the LBCE Program. Administrative updates were made to the LBCE Program and approved by the Commission in December 2017. Revisions to the LBCE Program were aimed at increasing LBE, SLBE, and VSLBE participation in all areas of agency contracting opportunities, and to strengthen the program by streamlining and enhancing the certification processes, conforming to best practices, aligning the LBCE Program with the standards of partners and other public agencies, and ensuring compliance with applicable federal, state, and local statutes and Alameda CTC policies.

Reporting Process

Staff utilized a method of reporting similar to the prior period, which included an automated summary report of processed payments by vendor and LBCE Program utilization report generated from an in-house database. Data collection on all active and open contracts began on July 1, 2019, by surveying prime contractors/consultants (primes) and subcontracted firms (subs) for verification of payment amounts and other invoice details. Utilization of local dollars is determined by collecting and analyzing financial data relative to the amounts paid to LBE, SLBE, and VSLBE primes and subs in two contract categories:

- Professional Services – includes contracts of an administrative nature to support Alameda CTC's projects and programs, as well as architectural and engineering services contracts to assist Alameda CTC in the development and delivery of its Capital Program.
- Construction – includes construction contracts and suppliers awarded to builders of transportation facilities such as roadway and transit improvements.

For the current reporting period, 142 payment verification survey forms were sent to primes and subs. Approximately 90% of the primes and subs responded by completing and submitting survey forms.

The participation data and statistics, which serve as a basis for this report, have been independently reviewed and verified by L. Luster & Associates, Inc. (LLA). As stated in the

attached memorandum from LLA, this report was found to be materially accurate and complete. (See Attachment B – Letter of Independent Review of Alameda CTC's Contract Equity Annual Utilization Report for the Period of July 1, 2018 through June 30, 2019).

LBCE Program Certification Update

Table 3 – LBCE Program Certified Firms by Contract Types				
Contract Type	# of Firms Certified this Reporting Period	LBE¹	SLBE	VSLBE
Professional Services	86	86	60	45
Construction	43	43	26	10
Total	129	129	86	55

¹ Includes SLBE and VSLBE certified firms.

Fiscal Impact: There is no fiscal impact. This is an information item only.

Attachments:

- A. FY2018-19 Contract Equity Utilization Report
- B. Letter of Independent Review of Alameda CTC's Contract Equity Annual Utilization Report for the Period of July 1, 2018 through June 30, 2019



Contract Equity Utilization Report

2018 - 2019

6.3A

Reporting Period Start Date: 7/1/2018

End Date: 6/30/2019

Contract Number/Company Name	Contract Amount	Total Payment to Date	Payment Reporting Period	LBE	Goal Attainment (Reporting Period)		DBE	LBE	Goal Attainment (Cumulative)		DBE
					SLBE	VSLBE			SLBE	VSLBE	

Contract Type: Professional Services Agreement

Professional Services Agreement - Goal Requirements for LBCE (70% for LBE and 30% for SLBE)

A05-0004 - URS Corporation	\$16,250,000.00	\$16,076,387.02	\$306,515.44	100.00%	13.49%	6.02%	7.61%	98.43%	35.53%	6.29%	17.54%
A11-0058 - Vavrinek, Trine, Day & Co., LLP	\$539,500.00	\$539,500.00	\$81,000.00	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
A13-0004 - GenSpring Family Offices	\$470,000.00	\$428,048.57	\$31,172.99	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A14-0051 - HNTB	\$9,493,000.00	\$7,110,227.04	\$1,442,928.28	95.91%	26.10%	9.56%	18.01%	97.21%	20.61%	10.20%	17.67%
A14-0052 - AECOM Technical Services, Inc.	\$5,140,624.00	\$5,062,988.17	\$136,906.06	98.74%	21.53%	0.12%	0.12%	97.59%	30.42%	1.79%	6.85%
A16-0027 - Nelson/Nygaard Consulting Associates	\$2,000,000.00	\$1,489,089.07	\$262,580.73	100.00%	31.48%	0.00%	31.48%	99.19%	18.85%	0.00%	18.85%
A16-0075 - HNTB	\$1,525,000.00	\$1,098,344.86	\$497,107.10	100.00%	2.44%	0.00%	2.44%	100.00%	1.10%	0.00%	1.10%
A17-0001 - Kapsch TrafficCom Transportation NA, Inc.	\$13,639,698.34	\$2,970,782.28	\$1,131,762.72	100.00%	10.63%	0.00%	1.48%	99.92%	4.10%	0.00%	0.57%
A17-0003 - CirclePoint	\$1,525,819.00	\$1,024,853.14	\$342,333.63	100.00%	100.00%	0.00%	37.57%	98.38%	98.38%	0.00%	20.28%
A17-0004 - Jacobs Engineering Group, Inc.	\$31,000,000.00	\$15,135,052.30	\$5,663,445.46	97.83%	25.55%	0.00%	22.75%	98.33%	26.65%	0.00%	22.11%
A17-0005 - Nelson/Nygaard Consulting Associates	\$1,241,701.00	\$802,323.62	\$265,757.02	100.00%	4.22%	0.00%	4.22%	98.21%	3.82%	0.00%	3.82%
A17-0006 - L. Luster & Associates, Inc.	\$1,296,249.00	\$843,894.47	\$255,918.44	99.77%	99.77%	0.00%	99.77%	99.93%	99.93%	0.00%	99.93%
A17-0007 - Koff & Associates Inc	\$75,000.00	\$43,430.95	\$927.50	100.00%	100.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%
A17-0010 - H.T. Harvey & Associates Ecological Cons	\$140,087.00	\$112,891.25	\$57,350.25	18.41%	18.41%	0.00%	18.59%	16.16%	16.16%	0.00%	16.25%
A17-0021 - Novani, LLC	\$1,498,615.00	\$1,000,399.10	\$215,497.94	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%
A17-0035 - VSCE, Inc.	\$2,259,659.00	\$1,148,688.93	\$183,335.92	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	0.00%	100.00%
A17-0036 - DMR Management Consultants, Inc.	\$2,090,883.50	\$1,342,493.50	\$486,696.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A17-0037 - Sidhu Consulting, LLC	\$2,167,769.00	\$1,468,429.00	\$482,845.00	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	0.00%	100.00%
A17-0038 - Axis Consulting Engineers	\$724,500.00	\$555,975.00	\$24,750.00	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%
A17-0039 - Chwen Siripocanont	\$1,097,850.00	\$860,392.53	\$147,955.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A17-0042 - Associated Right of Way Services, Inc	\$124,594.00	\$117,920.88	\$41,405.60	100.00%	100.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%
A17-0057 - VSCE, Inc.	\$1,465,000.00	\$703,126.09	\$209,642.57	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	0.00%	100.00%
A17-0071 - VSCE, Inc.	\$1,822,650.00	\$1,307,505.00	\$507,357.50	100.00%	100.00%	0.00%	100.00%	100.00%	100.00%	0.00%	100.00%
A17-0073 - Kimley-Horn and Associates, Inc.	\$1,913,635.00	\$1,368,656.68	\$540,176.65	100.00%	24.74%	6.66%	14.22%	100.00%	32.80%	11.97%	17.78%
A18-0001 - Meyers Nave Riback Silver & Wilson	\$1,583,742.00	\$345,644.91	\$129,141.24	100.00%	0.00%	0.00%	0.00%	97.08%	0.00%	0.00%	0.00%
A18-0002 - Wendel, Rosen, Black & Dean, LLP	\$5,962,941.00	\$720,071.43	\$257,868.73	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
A18-0023 - AECOM Technical Services, Inc.	\$5,500,000.00	\$2,996,703.61	\$2,221,978.71	100.00%	27.54%	4.38%	9.86%	100.00%	27.75%	5.32%	9.44%
A18-0024 - Kittelson & Associates, Inc.	\$1,200,000.00	\$1,029,345.06	\$738,751.97	100.00%	28.34%	18.81%	18.81%	100.00%	29.89%	20.49%	20.49%
A18-0026 - Mark Thomas & Company	\$4,136,734.00	\$2,752,783.51	\$1,525,462.42	99.06%	37.86%	0.00%	3.97%	98.37%	36.79%	0.00%	6.36%
A18-0028 - TY Lin International/CCS	\$7,500,000.00	\$1,513,728.16	\$886,039.81	100.00%	25.11%	0.10%	3.99%	100.00%	31.71%	0.06%	4.25%



Contract Equity Utilization Report

2018 - 2019

Reporting Period Start Date: 7/1/2018

End Date: 6/30/2019

Contract Number/Company Name	Contract Amount	Total Payment to Date	Payment Reporting Period	LBE	Goal Attainment (Reporting Period)			DBE	LBE	Goal Attainment (Cumulative)		
					SLBE	VSLBE				SLBE	VSLBE	DBE
A18-0029 - HNTB	\$2,516,750.00	\$1,039,718.73	\$449,766.88	100.00%	29.57%	0.00%		29.02%	99.20%	24.17%	0.00%	23.51%
A18-0030 - WMH Corporation	\$15,000,000.00	\$11,758,984.40	\$7,345,971.13	99.31%	63.74%	0.74%		2.05%	97.96%	62.60%	0.64%	4.80%
A18-0035 - WMH Corporation	\$455,000.00	\$268,824.65	\$76,585.88	100.00%	100.00%	42.35%		42.35%	94.82%	94.82%	26.28%	30.19%
A18-0037 - VSCE, Inc.	\$1,022,736.00	\$516,010.37	\$354,926.16	100.00%	100.00%	0.00%		100.00%	100.00%	100.00%	0.00%	100.00%
A18-0038 - VSCE, Inc.	\$3,249,197.00	\$991,026.82	\$714,408.69	100.00%	100.00%	0.00%		94.46%	100.00%	100.00%	0.00%	96.01%
A18-0040 - Oberkamper Associates	\$200,000.00	\$102,578.00	\$31,662.50	0.00%	0.00%	0.00%		0.00%	0.00%	0.00%	0.00%	0.00%
A18-0043 - Public Trust Advisors, LLC	\$510,000.00	\$191,517.43	\$119,355.56	0.00%	0.00%	0.00%		0.00%	0.00%	0.00%	0.00%	0.00%
A18-0047 - Platinum Advisors, LLC	\$126,000.00	\$99,750.00	\$57,750.00	0.00%	0.00%	0.00%		0.00%	0.00%	0.00%	0.00%	0.00%
A18-0048 - Kimley-Horn & Associates	\$4,000,000.00	\$1,523,706.05	\$820,501.50	98.78%	29.04%	0.00%		2.31%	99.26%	24.77%	0.00%	2.11%
A18-0050 - Koff & Associates Inc	\$25,000.00	\$24,277.30	\$24,277.30	100.00%	100.00%	0.00%		0.00%	100.00%	100.00%	0.00%	0.00%
A18-0060 - CJ Lake, LLC	\$138,000.00	\$100,277.81	\$61,777.81	0.00%	0.00%	0.00%		0.00%	0.00%	0.00%	0.00%	0.00%
A19-0007 - VSCE, Inc.	\$2,425,000.00	\$611,546.48	\$103,615.28	100.00%	100.00%	0.00%		100.00%	100.00%	64.47%	0.00%	64.47%
Total Professional Services Agreement - Professional Services Agreement - Goal Requirements for LBCE (70% for LBE and 30% for SLBE)												
	\$155,052,933.84	\$89,197,894.17	\$29,235,209.37	94.93%	41.86%	1.77%		19.53%	93.30%	37.12%	2.81%	6.40%
Professional Services Agreement - Exempt from Goal Requirements												
A07-011.BKF.PH2 - BKF	\$15,475,780.00	\$15,450,554.64	\$21,301.57	100.00%	83.44%	0.00%		83.44%	98.17%	28.97%	0.00%	9.05%
A11-0038 - Delcan Corporation	\$7,875,523.00	\$7,865,305.22	\$268,681.77	0.00%	0.00%	0.00%		0.00%	3.35%	0.00%	0.00%	0.00%
A11-0039 - Kimley-Horn and Associates, Inc.	\$2,896,870.00	\$2,896,824.70	\$57,081.11	100.00%	0.00%	0.00%		0.00%	100.00%	0.00%	0.00%	0.00%
A13-0016 - Platinum Advisors, LLC	\$300,000.00	\$300,000.00	\$5,000.00	0.00%	0.00%	0.00%		0.00%	0.00%	0.00%	0.00%	0.00%
A13-0017 - CJ Lake, LLC	\$315,000.00	\$299,541.74	\$5,000.00	0.00%	0.00%	0.00%		0.00%	0.00%	0.00%	0.00%	0.00%
A14-0001 - Wilson, Sparling & Associates, Inc.	\$999,519.00	\$720,180.11	\$6,264.75	63.89%	63.89%	0.00%		0.00%	16.34%	16.34%	0.00%	0.38%
A15-0035 - WMH Corporation	\$11,725,405.00	\$11,235,841.80	\$312,173.46	100.00%	80.97%	0.00%		1.39%	100.00%	80.29%	0.01%	6.52%
A17-0011 - Moore Iacofano Goltsman, Inc.	\$25,000.00	\$22,984.83	\$1,592.24	100.00%	0.00%	0.00%		0.00%	100.00%	0.00%	0.00%	0.00%
A17-0070 - ETC - Electronic Transaction Consultants	\$7,500,000.00	\$3,829,712.47	\$1,713,064.61	100.00%	0.00%	0.00%		0.00%	100.00%	0.00%	0.00%	0.00%
A18-0025 - System Metrics Group	\$475,000.00	\$372,645.77	\$242,236.55	2.76%	0.00%	0.00%		0.00%	1.79%	0.00%	0.00%	0.00%
A18-0027 - Nelson/Nygaard Consulting Associates	\$1,274,432.00	\$481,934.78	\$302,560.90	0.00%	0.00%	0.00%		0.00%	0.00%	0.00%	0.00%	0.00%
A18-0049 - HDR Engineering, Inc.	\$15,500,000.00	\$6,492,686.32	\$2,612,668.87	96.46%	18.95%	0.00%		10.28%	96.99%	19.50%	0.00%	9.25%
A18-0052 - HDR Engineering Inc	\$3,500,000.00	\$628,569.09	\$86,531.59	100.00%	0.00%	0.00%		0.00%	80.18%	1.80%	1.80%	0.00%
A19-0001 - HNTB	\$4,000,000.00	\$432,649.86	\$91,979.06	100.00%	0.00%	0.00%		0.00%	100.00%	0.00%	0.00%	0.00%
Total Professional Services Agreement - Professional Services Agreement - Exempt from Goal Requirements												
	\$71,862,529.00	\$51,029,431.33	\$5,726,136.48	84.08%	13.44%	0.00%		5.08%	79.91%	29.18%	0.02%	0.57%



Contract Equity Utilization Report

2018 - 2019

Reporting Period Start Date: 7/1/2018

End Date: 6/30/2019

Contract Number/Company Name	Contract Amount	Total Payment to Date	Payment Reporting Period	LBE	Goal Attainment (Reporting Period)		DBE	LBE	Goal Attainment (Cumulative)		
					SLBE	VSLBE			SLBE	VSLBE	DBE
Professional Services Agreement - Goal Requirements for DBE (Contract Specific)											
A08-017.WMH - WMH Corporation	\$7,057,319.00	\$6,896,976.05	\$14,176.65	100.00%	100.00%	100.00%	26.03%	94.19%	78.74%	78.32%	10.68%
A10-013 - RBF Consulting	\$10,710,000.00	\$10,654,113.02	\$193,804.71	24.39%	7.80%	7.80%	41.92%	55.35%	29.54%	29.54%	8.45%
A13-0088 - Acumen Building Enterprise, Inc.	\$7,220,948.00	\$6,563,045.79	\$546,642.54	81.96%	68.88%	0.00%	68.88%	85.69%	81.27%	0.39%	81.05%
A14-0035 - Kittelson & Associates, Inc.	\$290,000.00	\$248,027.00	(\$62.50)	0.00%	0.00%	0.00%	0.00%	94.52%	17.04%	17.04%	17.04%
A14-0038 - Kittelson & Associates, Inc.	\$270,463.00	\$243,538.61	\$99,855.55	100.00%	24.07%	24.07%	24.07%	100.00%	20.20%	20.20%	20.20%
A15-0030 - HNTB	\$4,198,569.70	\$2,919,132.22	\$643,296.83	69.23%	8.18%	0.00%	22.84%	80.89%	17.29%	0.11%	16.67%
A15-0034 - Parsons Transportation Group Inc.	\$8,870,000.00	\$7,546,154.72	\$3,055,865.22	86.42%	7.47%	0.92%	20.64%	81.53%	11.09%	1.31%	27.43%
A16-0045 - Iteris, Inc.	\$922,953.00	\$771,545.29	\$343,816.49	95.68%	0.00%	0.00%	4.32%	78.07%	0.00%	0.00%	21.93%
A16-0066 - Lisa Wise Consulting, Inc.	\$953,150.00	\$952,624.39	\$291,541.81	60.51%	5.04%	0.00%	35.41%	44.78%	16.24%	0.00%	46.97%
A17-0040 - Cambridge Systematics	\$879,999.00	\$879,741.50	\$44,547.43	78.34%	46.44%	0.00%	68.11%	98.90%	7.25%	0.00%	8.34%
A17-0074 - Kittelson & Associates, Inc.	\$424,977.00	\$364,374.66	\$290,569.15	100.00%	0.00%	0.00%	45.75%	100.00%	0.00%	0.00%	42.66%
A17-0075 - Alta Planning + Design	\$2,700,000.00	\$1,570,843.95	\$714,394.62	52.71%	36.22%	0.00%	0.34%	53.69%	36.94%	0.00%	1.42%
A17-0076 - Alta Planning + Design	\$1,230,753.00	\$885,562.09	\$258,949.56	100.00%	4.49%	0.00%	4.49%	100.00%	3.32%	0.00%	3.32%
A17-0077 - Toole Design Group, LLC	\$2,745,075.00	\$2,028,838.50	\$870,412.73	40.32%	0.00%	0.00%	39.08%	39.05%	0.00%	0.00%	36.15%
Total Professional Services Agreement - Professional Services Agreement - Goal Requirements for DBE (Contract Specific)											
	\$48,474,206.70	\$42,524,517.79	\$7,367,810.79	74.82%	13.80%	1.11%	25.77%	74.76%	38.03%	20.62%	4.46%
Total Professional Services Agreement											
	\$275,389,669.54	\$182,751,843.29	\$42,329,156.64	89.96%	33.13%	1.41%	18.66%	85.25%	35.11%	6.18%	4.32%

Contract Type: Letter Agreement

Professional Services Agreement - Exempt from Goal Requirements											
A18-0003 - Van Iwaarden Associates	\$9,000.00	\$9,000.00	\$2,200.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A18-0039 - Union Pacific Railroad	\$25,000.00	\$21,993.21	\$14,355.29	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
A19-0023 - EMC Research Inc.	\$25,000.00	\$25,000.00	\$25,000.00	100.00%	100.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%
Total Letter Agreement - Professional Services Agreement - Exempt from Goal Requirements											
	\$59,000.00	\$55,993.21	\$41,555.29	60.16%	60.16%	0.00%	0.00%	44.65%	44.65%	0.00%	0.00%
Total Letter Agreement											
	\$59,000.00	\$55,993.21	\$41,555.29	60.16%	60.16%	0.00%	0.00%	44.65%	44.65%	0.00%	0.00%



Contract Equity Utilization Report

2018 - 2019

Reporting Period Start Date: 7/1/2018

End Date: 6/30/2019

Contract Number/Company Name	Contract Amount	Total Payment to Date	Payment Reporting Period	LBE	Goal Attainment (Reporting Period)		DBE	LBE	Goal Attainment (Cumulative)		DBE
					SLBE	VSLBE			SLBE	VSLBE	
Contract Type: Cooperative Agreement											
Cooperative Agreement - Exempt from Goal Requirements											
04-2397 - Caltrans	\$14,665,241.00	\$14,598,428.66	\$398,201.05	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
04-2440 - Caltrans	\$15,000,000.00	\$15,000,000.00	\$123,074.15	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
04-2550 - Caltrans	\$3,700,000.00	\$3,333,396.44	\$200,000.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
04-2558 - Caltrans	\$8,520,000.00	\$6,828,208.34	\$2,256,827.95	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
04-2568 - Caltrans	\$1,720,000.00	\$1,310,927.53	\$740,004.62	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
04-2632 - Caltrans	\$114,360,000.00	\$60,897,331.19	\$27,572,331.16	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
04-2669 - Caltrans	\$247,000.00	\$141,214.38	\$98,880.81	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
04-2670 - Caltrans	\$247,000.00	\$152,283.54	\$73,515.62	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
04-2672 - Caltrans	\$334,000.00	\$168,334.85	\$99,992.91	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
04-2695 - Caltrans	\$300,000.00	\$87,235.45	\$66,721.91	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4-2138 - Caltrans	\$31,666,610.00	\$29,591,444.63	\$299,302.80	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total Cooperative Agreement - Cooperative Agreement - Exempt from Goal Requirements											
	\$190,759,851.00	\$132,108,805.01	\$31,928,852.98	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Total for All Contracts											
	\$466,208,520.54	\$314,916,641.51	\$74,299,564.91	51.29%	18.91%	0.81%	10.63%	49.48%	20.39%	3.58%	2.51%

Date: January 15, 2020

TO: Seung Cho, Director of Procurement and Information Technology, Alameda CTC

FROM: Laura Luster, L. Luster & Associates
Sheldon Jefferson, L. Luster & Associates
Maxima Paredes, L. Luster & Associates

RE: Independent Review of Alameda County Transportation Commission's Contract Equity Annual Utilization Report for the period July 1, 2018 through June 30, 2019

CC: Patricia Reavey, Deputy Executive Director of Finance & Administration, Alameda CTC
Erika Cheng, Senior Administrative Analyst, Alameda CTC

L.Luster & Associates (LLA) has reviewed Alameda CTC payment and vendor data provided by Alameda CTC staff for the period July 1, 2018 through June 30, 2019.

LLA staff was given full access to the Project Control System (PCS) database, as well as contract/agreement files, payment invoices and responses to the vendor survey. LLA utilized these resources in conducting a thorough review to provide quality control and to assure data integrity for all payments made to vendors on contracts with Local Business Contract Equity goals within the above referenced period. Additionally, LLA followed up with respondent vendors to ensure that all vendor concerns were addressed and issues resolved.

LLA met with staff and presented its findings. Staff satisfactorily responded to all issues identified and presented.

Having completed the review process, L. Luster & Associates finds no material defects in the Alameda County CTC Contract Equity Annual Utilization Report for the period July 1, 2018 through June 30, 2019.

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Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

DATE: February 20, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: Alameda CTC FY2019-20 Second Quarter Investment Report

Recommendation

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

Summary

Alameda CTC's investments for the second 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.

Public Trust Advisors (PTA) began its role as the agency's investment advisor in July 2018, and Alameda CTC staff has been working with PTA since that time to phase in an improved long-term investment strategy based on updated cash flow needs. 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 requirements. PTA continues to transition the portfolio to this updated investment strategy through attrition as previous investments mature, and the funds are reinvested in securities that are better aligned with the new strategy. Updated benchmarks have been 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. It is anticipated that the transition will be completed within the next few months.

The Consolidated Investment Report as of December 31, 2019 (Attachment A) provides balance and average return on investment information for all investments held by Alameda CTC at the end of the second quarter. The report also shows balances as of June 30, 2019 for comparison purposes. The *Portfolio Review for the Quarter Ending December 31, 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 December 31, 2019 compared to prior year-end balances:

- The 1986 Measure B investment balance increased by \$1.9 million or 1.3 percent related to investment earnings during the first half of the fiscal year.
- The 2000 Measure B investment balance increased \$12.3 million or 6.6 percent mainly 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 decreased \$0.5 million or 0.3 percent due to Measure BB project expenditures outpacing sales tax revenues through the end of December. Activity for projects and discretionary programs funding continues to ramp up resulting in increased expenditures.
- The Non-Sales Tax investment balance increased \$7.8 million or 7.3 percent primarily due to deferred expenditures.

Investment yields have increased slightly at the end of the second quarter with an approximate average return on investments of 2.2 percent through December 31, 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 December 31, 2019
- B. Portfolio Review for Quarter Ending December 31, 2019 (provided by Public Trust Advisors)
- C. Holdings by Security Type as of December 31, 2019

Alameda CTC Consolidated Investment Report As of December 31, 2019								
1986 Measure B	Un-Audited	Interest Earned				FY 2018-2019		
	Investment Balance	As of December 31, 2019				Investment Balance	Interest earned	
		Interest earned	Approx. ROI	Budget	Difference	June 30, 2019	FY 2018-2019	
Bank Accounts	\$ 582,719	\$ 182	0.06%			\$ 638,726	1,151	
State Treasurer Pool (LAIF) ⁽¹⁾	8,269,122	95,213	2.30%			8,166,315	195,426	
Investment Advisor ^{(1) (2)}	130,721,748	1,618,521	2.48%			128,915,249	2,586,080	
1986 Measure B Total	\$ 139,573,589	\$ 1,713,916	2.46%	\$ 1,250,000	\$ 463,916	\$ 137,720,290	\$ 2,782,657	
						Approx. ROI		2.02%
2000 Measure B	Un-Audited	Interest Earned				FY 2018-2019		
	Investment Balance	As of December 31, 2019				Investment Balance	Interest earned	
		Interest earned	Approx. ROI	Budget	Difference	June 30, 2019	FY 2018-2019	
Bank Accounts	\$ 6,207,348	\$ 9,946	0.32%			\$ 12,046,053	\$ 23,914	
State Treasurer Pool (LAIF) ⁽¹⁾	27,414,078	316,006	2.31%			22,766,814	486,685	
Investment Advisor ^{(1) (2)}	141,472,659	1,665,131	2.35%			139,378,077	2,781,510	
2014 Series A Bond Revenue Fund ⁽¹⁾	836	8	1.91%			827	17	
2014 Series A Bond Interest Fund ^{(1) (2)}	1,461,354	11,608	2.10%			1,451,185	27,816	
2014 Series A Bond Principal Fund ^{(1) (2)}	19,734,073	145,713	2.18%			8,065,908	244,737	
Project Deferred Revenue ^{(1) (3)}	411,893	6,081	2.95%			738,432	18,467	
2000 Measure B Total	\$ 196,702,241	\$ 2,154,493	2.19%	\$ 1,500,000	\$ 654,493	\$ 184,447,296	\$ 3,583,146	
						Approx. ROI		1.94%
2014 Measure BB	Un-Audited	Interest Earned				FY 2018-2019		
	Investment Balance	As of December 31, 2019				Investment Balance	Interest earned	
		Interest earned	Approx. ROI	Budget	Difference	June 30, 2019	FY 2018-2019	
Bank Accounts	\$ 1,217,376	\$ 10,126	1.66%			\$ 5,022,877	\$ 21,050	
State Treasurer Pool (LAIF) ⁽¹⁾	60,338,220	667,039	2.21%			54,633,901	1,201,039	
Investment Advisor ^{(1) (2)}	114,522,670	1,230,504	2.15%			113,005,286	2,302,457	
Project Deferred Revenue ^{(1) (3)}	260,641	25,392	2.39%			4,215,382	184,891	
2014 Measure BB Total	\$ 176,338,907	\$ 1,933,061	2.19%	\$ 1,625,000	\$ 308,061	\$ 176,877,446	\$ 3,709,437	
						Approx. ROI		2.10%
Non-Sales Tax	Un-Audited	Interest Earned				FY 2018-2019		
	Investment Balance	As of December 31, 2019				Investment Balance	Interest earned	
		Interest earned	Approx. ROI	Budget	Difference	June 30, 2019	FY 2018-2019	
Bank Accounts	\$ 9,225,511	\$ 11,669	0.25%			\$ 7,075,789	\$ 24,824	
State Treasurer Pool (LAIF) ⁽¹⁾	36,091,450	382,779	2.12%			31,649,256	738,822	
California Asset Management Program (CAMP)	59,026,804	623,955	2.11%			58,402,849	1,287,855	
Project Deferred Revenue ^{(1) (3)}	10,342,581	111,681	2.16%			9,763,413	211,824	
Non-Sales Tax Total	\$ 114,686,346	\$ 1,130,084	1.97%	\$ 900,000	\$ 230,084	\$ 106,891,307	\$ 2,263,325	
						Approx. ROI		2.12%
Alameda CTC TOTAL	\$ 627,301,083	\$ 6,931,554	2.21%	\$ 5,275,000	\$ 1,656,554	\$ 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 projects, as required per individual funding contracts.

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**Alameda County Transportation Commission
Portfolio Review for the Quarter Ending December 31, 2019**

Fixed Income Market Review and Outlook

The U.S. economy largely thrived on the backs of consumers in 2019, as ongoing trade war tensions weighed on CEO confidence and business investment. A strike at General Motors and ongoing problems at Boeing with its 737 Max airplanes also impacted the manufacturing sector this past fall. Although the strike at GM has since been resolved, Boeing's recent decision to halt 737 Max production may cut as much as one percentage point from gross domestic product growth in the first quarter of calendar year 2020. Much will depend on the strength of consumer spending, which deaccelerated in the second half of 2019. To date, tight labor market conditions, rising wages, and elevated consumer confidence have helped to buoy consumer spending and broaden U.S. economic activity. The U.S. economy expanded at an annualized rate of 2.1% in the third quarter of 2019, in line with the average growth rate for the current expansion, which now ranks as the longest in U.S. history at 126 months.

The U.S. and China struck a tentative agreement towards a "phase one" deal in December, alleviating concerns that additional tariffs would be applied to imports. While it is debatable who ultimately pays for tariffs, they can be passed on to U.S. manufacturers and consumers in the form of higher prices. If a completed phase one deal fails to alleviate fears in 2020 or additional tariffs are discussed, the optimism shared today by market participants may quickly dissipate. However, the consensus view is that the healthy labor market and benign financial conditions will allow the U.S. economy to continue to grow for a record 11th consecutive year. The U.S. economy added an average of 184K jobs per month during the fourth quarter of 2019, more than enough to absorb new entrants to the labor force but below the average of 233K and 218k per month for the same period in 2018 and 2017, respectively. As the U.S. expansion matures, labor markets will likely provide less of a tailwind to economic activity while the Federal Reserve (Fed) continues to support financial conditions.

The Fed completed its mid-cycle adjustment to monetary policy by cutting the federal funds target rate by 25 basis points (bp) in October to a range of 1.50% to 1.75% while stating their view that the rate is "appropriate" to support growth and the labor market. The Fed also removed references to "uncertainties" around the outlook, which is a not-so veiled way of stating that trade tensions between the U.S. and China had de-escalated over the fourth quarter of 2019. The Fed does not project any change to its target rate in 2020, but now anticipates one 25 bp hike in both 2021 and 2022. The fed funds futures market is largely in agreement with this outlook but leans towards one additional 25 bp cut in 2020. Taking comfort in this stable yet accommodative forecast from the Fed, the U.S. economy is expected to grind out solid, albeit unspectacular growth in the year ahead.

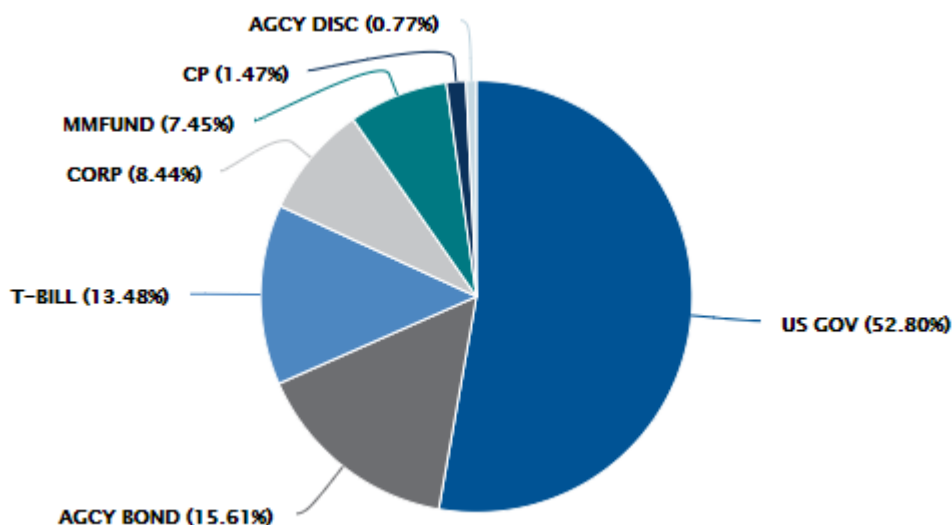
Following the Fed's "hawkish cut" in October, U.S. Treasury yields stabilized into year-end as market participants coalesced around expectations of stable interest rate policy. In the last quarter, 2-year Treasury yields fell 5 basis points (0.05%) to 1.57% and have fallen 92 basis points (0.92%) compared to levels of a year ago. By contrast, ten-year Treasury yields rose 26 basis points (0.26%) to 1.92% over the quarter and are down 77 basis points (0.77%) 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 shift in market conditions, PTA worked with Alameda CTC to accelerate this portfolio rebalancing process over the quarter and implemented a series of security sale and purchase transactions, all at a gain to the agency, designed to extend core portfolio maturities to be more in line with their customized long-term strategy. Given this development, PTA and Alameda CTC anticipate that the transition to the new portfolio strategy will be completed during the first quarter of calendar year 2020.

Portfolio Allocation

Provided below is a summary of the Alameda CTC consolidated portfolio as of the quarter ended December 31, 2019.



Money Market Fund:	7.45%
U.S. Treasury Notes/Bonds:	52.80%
U.S. Treasury Bills:	13.48%
U.S. Agency Bonds:	15.61%
U.S. Agency Discount Notes:	0.77%
U.S. Corporate Bonds:	8.44%
Commercial Paper:	1.47%

Compliance with Investment Policy Statement

For the quarter ending December 31, 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 December 31, 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 (YTM) 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.

Core Portfolio & Benchmark Total Return ¹

1986 Measure B Portfolio

Portfolio Return: 0.54 %

Benchmark Return: 0.52%

2000 Measure B Portfolio

Portfolio Return: 0.55 %

Benchmark Return: 0.52 %

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

1986 Measure B benchmark is the BofAML 1-3 Year AAA-AA US Corporate & Government Index.

2000 Measure B benchmark is the BofAML 1-3 Year AAA-AA US Corporate & Government Index.

Over the quarter, durations in both the core 1986 Measure B and 2000 Measure B portfolios were extended to 1.76, compared to the benchmark duration of 1.78 as of December 31, 2019.

The portfolios' 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 December 31, 2019 is summarized below:

Core Portfolio & Benchmark Yield to Maturity

1986 Measure B Portfolio

Portfolio YTM: 1.64%

Benchmark YTM: 1.62%

2000 Measure B Portfolio

Portfolio YTM: 1.63%

Benchmark YTM: 1.62%

Liquidity and Bond Portfolios

The liquidity portions of the 1986 and 2000 Measure B portfolios, as well as the 2014 Measure BB and the Interest and Principal Bond Funds, remain invested in permitted high grade fixed income securities with maturity dates matched to appropriate anticipated expenditure and debt service payment dates.

One way to measure the anticipated return of the Liquidity and 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 and weighted average maturity (WAM) for the Liquidity and Bond portfolios and comparable maturity U.S. Treasury securities as of the quarter ending December 31, 2019 are summarized below:

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

1986 Measure B Portfolio

Portfolio YTM: 1.64%

Comparable TSY YTM: 1.59%

Portfolio WAM: 1.5 Years

2000 Measure B Portfolio

Portfolio YTM: 1.59%

Comparable TSY YTM: 1.63%

Portfolio WAM: 0.9 Years

2014 Measure BB Portfolio

Portfolio YTM: 1.53%

Comparable TSY YTM: 1.49%

Portfolio WAM: 0.2 Years

Note: The WAM is the weighted average amount of time until the securities in the portfolio mature.

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

Interest Fund Portfolio

Portfolio YTM: 1.51%

Comparable TSY YTM: 1.52%

Portfolio WAM: 0.14 Years

Principal Fund Portfolio

Portfolio YTM: 1.57%

Comparable TSY YTM: 1.55%

Portfolio WAM: 0.13 Years

For the quarter ending December 31, 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 12/31/2019

Dated: 01/15/2020

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	99.9938	1,999,875.16	1,993,156.00	1,998,271.52	1.745	1.515%	AA+	Aaa
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G0H55	12/28/2020	1,000,000.00	100.2437	1,002,437.25	995,700.00	998,588.76	2.022	0.759%	AA+	Aaa
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G0S38	01/05/2022	5,800,000.00	100.7707	5,844,700.95	5,705,283.80	5,735,778.23	2.575	4.427%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130ACE26	09/28/2020	1,400,000.00	99.8169	1,397,436.21	1,364,860.00	1,389,615.11	2.413	1.059%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130ADRG9	03/10/2023	4,600,000.00	103.3361	4,753,461.01	4,613,018.00	4,610,015.17	2.677	3.601%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AFE78	12/09/2022	5,300,000.00	103.9657	5,510,179.87	5,367,787.00	5,351,150.11	2.651	4.174%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AFFN2	12/10/2021	3,300,000.00	102.6265	3,386,672.92	3,335,475.00	3,323,772.94	2.611	2.565%	AA+	Aaa
---	---	03/24/2022	23,400,000.00	102.1363	23,894,763.37	23,375,279.80	23,407,191.84	2.514	18.100%	AA+	Aaa

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 MORTGAGE CORP	313396SC8	01/22/2020	2,000,000.00	99.9161	1,998,322.22	1,989,146.66	1,997,946.67	1.773	1.514%	A-1+	P-1
FEDERAL HOME LOAN BANKS	313384UN7	03/20/2020	1,000,000.00	99.6620	996,620.00	991,433.89	996,019.28	1.830	0.755%	A-1+	P-1
---	---	02/10/2020	3,000,000.00	99.8316	2,994,942.22	2,980,580.55	2,993,965.94	1.792	2.269%	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	12/31/2019	6,296.98	1.0000	6,296.98	6,296.98	6,296.98	0.000	0.005%	AAA	Aaa
Receivable	CCYUSD	12/31/2019	6,296.98	1.0000	6,296.98	6,296.98	6,296.98	0.000	0.005%	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	102.8594	1,337,171.93	1,316,588.00	1,311,722.19	2.834	1.013%	AA-	Aa3
STATE STREET CORP	857477AS2	08/18/2020	1,000,000.00	100.3985	1,003,985.25	1,008,800.00	1,002,086.60	2.206	0.760%	A	A1
STATE STREET CORP	857477AS2	08/18/2020	1,000,000.00	100.3985	1,003,985.25	994,500.00	998,600.66	2.781	0.760%	A	A1
PFIZER INC	717081DZ3	12/15/2021	1,300,000.00	100.9800	1,312,740.22	1,301,768.00	1,301,375.11	2.143	0.994%	AA-	A1
PEPSICO INC	713448DC9	10/14/2020	2,000,000.00	100.1989	2,003,978.54	1,997,540.00	1,999,312.54	2.195	1.518%	A+	A1
PEPSICO INC	713448BW7	08/25/2021	1,300,000.00	101.9928	1,325,905.78	1,323,959.00	1,317,894.94	2.139	1.004%	A+	A1
ORACLE CORP	68389XBA2	07/08/2021	1,300,000.00	101.5288	1,319,874.85	1,300,949.00	1,300,609.91	2.767	1.000%	A+	A1
MICROSOFT CORP	594918BG8	11/03/2020	1,000,000.00	100.2117	1,002,116.50	996,730.00	999,041.17	2.118	0.759%	AAA	Aaa
KIMBERLY-CLARK CORP	494368BP7	03/01/2020	1,000,000.00	99.9224	999,223.97	998,950.00	999,606.25	2.089	0.757%	A	A2
JOHN DEERE CAPITAL CORP	24422ETS8	06/22/2020	1,000,000.00	100.0188	1,000,187.69	999,680.00	999,804.38	1.990	0.758%	A	A2
HOME DEPOT INC	437076AT9	09/15/2020	2,000,000.00	100.9522	2,019,044.78	2,056,240.00	2,011,497.34	2.638	1.529%	A	A2
CATERPILLAR FINANCIAL SERVICES CORP	14912L6J5	03/05/2020	2,000,000.00	100.0152	2,000,304.10	1,993,326.00	1,998,406.21	2.460	1.515%	A	A3
BERKSHIRE HATHAWAY FINANCE CORP	084664BZ3	10/15/2020	1,000,000.00	100.8640	1,008,640.34	1,006,310.00	1,001,889.06	2.650	0.764%	AA	Aa2
APPLE INC	037833CK4	02/07/2020	2,000,000.00	99.9968	1,999,935.74	1,993,200.00	1,999,676.19	2.064	1.515%	AA+	Aa1
AMERICAN HONDA FINANCE CORP	02665WAZ4	09/24/2020	1,500,000.00	100.3528	1,505,291.83	1,490,505.00	1,495,695.81	2.853	1.140%	A	A2
---	---	11/06/2020	20,700,000.00	100.6964	20,842,386.77	20,779,045.00	20,737,218.38	2.401	15.788%	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	99.5819	995,819.00	990,105.28	995,467.22	2.010	0.754%	A-1+	P-1

Holdings by Security Type ACTC

ACTC 1986 Measure B (159781)

Base Currency: USD As of 12/31/2019

Dated: 01/15/2020

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	99.5819	995,819.00	990,105.28	995,467.22	2.010	0.754%	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	12/31/2019	8,906,101.35	1.0000	8,906,101.35	8,906,101.35	8,906,101.35	1.520	6.746%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	12/31/2019	8,906,101.35	1.0000	8,906,101.35	8,906,101.35	8,906,101.35	1.520	6.746%	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	101.3750	4,055,000.00	3,997,031.24	3,998,626.85	2.651	3.072%	AA+	Aaa
UNITED STATES TREASURY	912828VZ0	09/30/2020	1,000,000.00	100.2578	1,002,578.00	990,820.31	997,362.05	2.366	0.759%	AA+	Aaa
UNITED STATES TREASURY	912828L57	09/30/2022	5,300,000.00	100.4023	5,321,321.90	5,156,734.38	5,193,716.41	2.519	4.031%	AA+	Aaa
UNITED STATES TREASURY	9128285A4	09/15/2021	3,900,000.00	101.9180	3,974,802.00	3,923,765.63	3,915,232.50	2.511	3.011%	AA+	Aaa
UNITED STATES TREASURY	912828XW5	06/30/2022	5,700,000.00	100.4141	5,723,603.70	5,557,500.00	5,596,970.24	2.510	4.336%	AA+	Aaa
UNITED STATES TREASURY	9128285R7	12/15/2021	2,650,000.00	101.9844	2,702,586.60	2,665,320.31	2,660,927.77	2.405	2.047%	AA+	Aaa
UNITED STATES TREASURY	912828G87	12/31/2021	2,650,000.00	101.0508	2,677,846.20	2,629,814.45	2,635,510.86	2.409	2.028%	AA+	Aaa
UNITED STATES TREASURY	912828F21	09/30/2021	2,500,000.00	100.8945	2,522,362.50	2,488,769.53	2,492,143.60	2.311	1.911%	AA+	Aaa
UNITED STATES TREASURY	9128286C9	02/15/2022	2,900,000.00	101.8984	2,955,053.60	2,916,992.20	2,912,558.04	2.288	2.238%	AA+	Aaa
UNITED STATES TREASURY	912828WR7	06/30/2021	2,075,000.00	100.7891	2,091,373.82	2,063,895.51	2,067,477.60	2.375	1.584%	AA+	Aaa
UNITED STATES TREASURY	912828F96	10/31/2021	2,075,000.00	100.7461	2,090,481.57	2,056,438.48	2,061,633.31	2.365	1.583%	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	1.449%	AA+	Aaa
UNITED STATES TREASURY	9128284B3	03/15/2021	1,900,000.00	100.8711	1,916,550.90	1,900,667.96	1,900,431.86	2.355	1.452%	AA+	Aaa
UNITED STATES TREASURY	912828WG1	04/30/2021	1,900,000.00	100.8438	1,916,032.20	1,896,585.95	1,897,716.12	2.343	1.451%	AA+	Aaa
UNITED STATES TREASURY	9128283X6	02/15/2021	1,900,000.00	100.6719	1,912,766.10	1,896,289.07	1,897,657.15	2.362	1.449%	AA+	Aaa
UNITED STATES TREASURY	912828XD7	05/31/2022	1,725,000.00	100.6875	1,736,859.38	1,727,425.78	1,726,967.87	1.826	1.316%	AA+	Aaa
UNITED STATES TREASURY	912828XH8	06/30/2020	1,000,000.00	100.0000	1,000,000.00	996,171.88	998,059.13	2.023	0.757%	AA+	Aaa
UNITED STATES TREASURY	9128286Y1	06/15/2022	2,200,000.00	100.4023	2,208,850.60	2,197,765.61	2,198,128.96	1.786	1.673%	AA+	Aaa
UNITED STATES TREASURY	912828XW5	06/30/2022	2,200,000.00	100.4141	2,209,110.20	2,196,992.18	2,197,474.54	1.797	1.673%	AA+	Aaa
UNITED STATES TREASURY	9128287F1	07/31/2021	2,600,000.00	100.2422	2,606,297.20	2,610,460.94	2,608,489.40	1.539	1.974%	AA+	Aaa
UNITED STATES TREASURY	912828RC6	08/15/2021	2,600,000.00	100.8359	2,621,733.40	2,629,046.89	2,623,685.62	1.552	1.986%	AA+	Aaa
UNITED STATES TREASURY	9128287C8	07/15/2022	2,100,000.00	100.3867	2,108,120.70	2,105,906.25	2,105,346.22	1.647	1.597%	AA+	Aaa
UNITED STATES TREASURY	9128282S8	08/31/2022	2,100,000.00	100.0820	2,101,722.00	2,099,015.63	2,099,104.87	1.641	1.592%	AA+	Aaa
UNITED STATES TREASURY	912828WN6	05/31/2021	2,900,000.00	100.5508	2,915,973.20	2,914,953.13	2,914,530.73	1.639	2.209%	AA+	Aaa
UNITED STATES TREASURY	912828Q78	04/30/2021	2,900,000.00	99.6953	2,891,163.70	2,889,351.56	2,889,671.01	1.647	2.190%	AA+	Aaa
UNITED STATES TREASURY	912828TY6	11/15/2022	2,600,000.00	100.0742	2,601,929.20	2,599,492.19	2,599,499.35	1.632	1.971%	AA+	Aaa
UNITED STATES TREASURY	912828J76	03/31/2022	2,000,000.00	100.3750	2,007,500.00	2,006,015.62	2,005,907.55	1.615	1.521%	AA+	Aaa
UNITED STATES TREASURY	912828YK0	10/15/2022	2,600,000.00	99.3906	2,584,155.60	2,581,414.06	2,581,683.94	1.634	1.957%	AA+	Aaa
UNITED STATES TREASURY	912828J43	02/28/2022	2,000,000.00	100.3750	2,007,500.00	2,005,390.62	2,005,290.05	1.625	1.521%	AA+	Aaa
UNITED STATES TREASURY	---	12/16/2021	73,875,000.00	100.6836	74,376,707.28	73,600,027.36	73,681,803.61	2.108	56.339%	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
---	---	08/23/2021	130,887,398.33	94.2203	132,017,016.97	130,637,436.32	130,728,045.33	2.179	100.000%	AA	Aa1

Holdings by Security Type ACTC

Base Currency: USD As of 12/31/2019

ACTC 1986 Measure B (159781)

Dated: 01/15/2020

* 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 2000 Measure B (159783)

Base Currency: USD As of 12/31/2019

Dated: 01/15/2020

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	99.9902	2,999,704.86	2,958,420.00	2,999,040.00	2.249	2.103%	AA+	Aaa
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G0T29	02/28/2020	3,000,000.00	99.9807	2,999,419.95	2,953,842.00	2,996,357.60	2.286	2.103%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AECJ7	05/28/2020	4,000,000.00	100.3908	4,015,633.76	4,004,240.00	4,000,854.93	2.570	2.816%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AFE78	12/09/2022	3,500,000.00	103.9657	3,638,798.03	3,544,765.00	3,533,778.37	2.651	2.551%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AFFN2	12/10/2021	6,500,000.00	102.6265	6,670,719.38	6,569,875.00	6,546,825.50	2.611	4.677%	AA+	Aaa
FEDERAL FARM CREDIT BANKS FUNDING CORP	3133EJHL6	03/27/2020	4,000,000.00	100.1925	4,007,701.28	3,999,920.00	3,999,990.59	2.376	2.810%	AA+	Aaa
---	---	02/06/2021	24,000,000.00	101.4033	24,331,977.26	24,031,062.00	24,076,846.98	2.485	17.060%	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	12/31/2019	10,825.98	1.0000	10,825.98	10,825.98	10,825.98	0.000	0.008%	AAA	Aaa
Receivable	CCYUSD	12/31/2019	10,825.98	1.0000	10,825.98	10,825.98	10,825.98	0.000	0.008%	AAA	Aaa

CORP

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
TOYOTA MOTOR CREDIT CORPORATION	89233P5T9	01/12/2022	1,350,000.00	102.8594	1,388,601.62	1,367,226.00	1,362,173.04	2.834	0.974%	AA-	Aa3
ORACLE CORP	68389XBA2	07/08/2021	1,350,000.00	101.5288	1,370,639.27	1,350,985.50	1,350,633.37	2.767	0.961%	A+	A1
CISCO SYSTEMS INC	17275RBD3	02/28/2021	1,350,000.00	100.5853	1,357,901.96	1,357,614.00	1,355,806.36	1.821	0.952%	AA-	A1
APPLE INC	037833CM0	02/09/2022	1,350,000.00	101.5085	1,370,364.76	1,341,454.50	1,343,856.18	2.726	0.961%	AA+	Aa1
AMERICAN HONDA FINANCE CORP	02665WAZ4	09/24/2020	1,350,000.00	100.3528	1,354,762.65	1,341,454.50	1,346,126.23	2.853	0.950%	A	A2
AMERICAN HONDA FINANCE CORP	02665WAZ4	09/24/2020	1,150,000.00	100.3528	1,154,057.07	1,155,600.50	1,153,966.40	1.970	0.809%	A	A2
---	---	05/27/2021	7,900,000.00	101.2300	7,996,327.33	7,914,335.00	7,912,561.58	2.509	5.607%	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	99.1309	1,982,618.00	1,970,778.34	1,981,722.78	1.994	1.390%	A-1+	P-1
Toyota Motor Credit Corporation	89233GFG6	06/16/2020	2,000,000.00	99.1309	1,982,618.00	1,970,778.34	1,981,722.78	1.994	1.390%	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	12/31/2019	8,618,225.94	1.0000	8,618,225.94	8,618,225.94	8,618,225.94	1.520	6.043%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	12/31/2019	8,618,225.94	1.0000	8,618,225.94	8,618,225.94	8,618,225.94	1.520	6.043%	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	912796WP0	01/21/2020	9,500,000.00	99.9224	9,492,628.00	9,491,172.65	9,491,975.14	1.547	6.656%	A-1+	P-1
UNITED STATES TREASURY	912796WP0	01/21/2020	9,500,000.00	99.9224	9,492,628.00	9,491,172.65	9,491,975.14	1.547	6.656%	A-1+	P-1

Holdings by Security Type ACTC

ACTC 2000 Measure B (159783)

Base Currency: USD As of 12/31/2019

Dated: 01/15/2020

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	912828RC6	08/15/2021	2,300,000.00	100.8359	2,319,225.70	2,283,828.13	2,289,108.37	2.427	1.626%	AA+	Aaa
UNITED STATES TREASURY	912828TY6	11/15/2022	2,000,000.00	100.0742	2,001,484.00	1,999,609.38	1,999,614.89	1.632	1.403%	AA+	Aaa
UNITED STATES TREASURY	912828VZ0	09/30/2020	350,000.00	100.2578	350,902.30	350,423.83	350,304.49	1.881	0.246%	AA+	Aaa
UNITED STATES TREASURY	912828A42	11/30/2020	2,100,000.00	100.3242	2,106,808.20	2,087,285.15	2,093,015.20	2.373	1.477%	AA+	Aaa
UNITED STATES TREASURY	912828A83	12/31/2020	7,500,000.00	100.7070	7,553,025.00	7,477,441.43	7,488,467.96	2.533	5.296%	AA+	Aaa
UNITED STATES TREASURY	912828A83	12/31/2020	2,200,000.00	100.7070	2,215,554.00	2,196,046.89	2,197,786.99	2.478	1.553%	AA+	Aaa
UNITED STATES TREASURY	912828C57	03/31/2021	7,500,000.00	100.7617	7,557,127.50	7,455,175.73	7,474,633.03	2.530	5.299%	AA+	Aaa
UNITED STATES TREASURY	912828WG1	04/30/2021	2,300,000.00	100.8438	2,319,407.40	2,290,656.25	2,294,129.90	2.448	1.626%	AA+	Aaa
UNITED STATES TREASURY	912828WN6	05/31/2021	2,300,000.00	100.5508	2,312,668.40	2,278,527.34	2,286,201.88	2.438	1.622%	AA+	Aaa
UNITED STATES TREASURY	912828WR7	06/30/2021	7,500,000.00	100.7891	7,559,182.50	7,430,566.43	7,457,641.64	2.516	5.300%	AA+	Aaa
UNITED STATES TREASURY	912828WR7	06/30/2021	2,300,000.00	100.7891	2,318,149.30	2,284,457.04	2,289,812.18	2.431	1.625%	AA+	Aaa
UNITED STATES TREASURY	912828F21	09/30/2021	2,300,000.00	100.8945	2,320,873.50	2,283,378.91	2,288,535.94	2.421	1.627%	AA+	Aaa
UNITED STATES TREASURY	912828G53	11/30/2021	2,400,000.00	100.5820	2,413,968.00	2,366,718.74	2,376,406.08	2.408	1.693%	AA+	Aaa
UNITED STATES TREASURY	912828G87	12/31/2021	2,400,000.00	101.0508	2,425,219.20	2,381,718.74	2,386,877.76	2.409	1.700%	AA+	Aaa
UNITED STATES TREASURY	912828J43	02/28/2022	1,900,000.00	100.3750	1,907,125.00	1,905,121.09	1,905,025.55	1.625	1.337%	AA+	Aaa
UNITED STATES TREASURY	912828J76	03/31/2022	1,900,000.00	100.3750	1,907,125.00	1,905,714.84	1,905,612.18	1.615	1.337%	AA+	Aaa
UNITED STATES TREASURY	912828WZ9	04/30/2022	1,900,000.00	100.3750	1,907,125.00	1,905,789.06	1,905,688.67	1.618	1.337%	AA+	Aaa
UNITED STATES TREASURY	912828XD7	05/31/2022	1,900,000.00	100.6875	1,913,062.50	1,911,949.22	1,911,749.18	1.612	1.341%	AA+	Aaa
UNITED STATES TREASURY	912828XH8	06/30/2020	3,000,000.00	100.0000	3,000,000.00	2,988,515.64	2,994,177.40	2.023	2.103%	AA+	Aaa
UNITED STATES TREASURY	912828L65	09/30/2020	6,500,000.00	99.7969	6,486,798.50	6,372,031.25	6,443,833.65	2.565	4.548%	AA+	Aaa
UNITED STATES TREASURY	912828N89	01/31/2021	985,000.00	99.7227	982,268.59	981,344.72	982,221.71	1.640	0.689%	AA+	Aaa
UNITED STATES TREASURY	912828Q78	04/30/2021	1,475,000.00	99.6953	1,470,505.68	1,469,583.98	1,469,746.46	1.647	1.031%	AA+	Aaa
UNITED STATES TREASURY	912828S35	06/30/2023	500,000.00	99.1289	495,644.50	476,250.00	481,130.14	2.522	0.348%	AA+	Aaa
UNITED STATES TREASURY	912828XW5	06/30/2022	4,000,000.00	100.4141	4,016,564.00	3,900,000.00	3,927,698.41	2.510	2.816%	AA+	Aaa
UNITED STATES TREASURY	912828XW5	06/30/2022	1,950,000.00	100.4141	1,958,074.95	1,947,333.98	1,947,761.53	1.797	1.373%	AA+	Aaa
UNITED STATES TREASURY	9128282S8	08/31/2022	2,000,000.00	100.0820	2,001,640.00	2,000,234.38	2,000,230.82	1.620	1.403%	AA+	Aaa
UNITED STATES TREASURY	9128283X6	02/15/2021	2,200,000.00	100.6719	2,214,781.80	2,191,062.50	2,194,737.37	2.469	1.553%	AA+	Aaa
UNITED STATES TREASURY	9128284B3	03/15/2021	2,200,000.00	100.8711	2,219,164.20	2,196,906.25	2,198,129.26	2.448	1.556%	AA+	Aaa
UNITED STATES TREASURY	912828Y20	07/15/2021	2,300,000.00	101.5547	2,335,758.10	2,310,062.50	2,306,656.91	2.429	1.638%	AA+	Aaa
UNITED STATES TREASURY	9128285G1	10/31/2020	1,200,000.00	100.9961	1,211,953.20	1,210,968.74	1,206,244.38	2.233	0.850%	AA+	Aaa
UNITED STATES TREASURY	9128285R7	12/15/2021	2,400,000.00	101.9844	2,447,625.60	2,413,875.00	2,409,896.85	2.405	1.716%	AA+	Aaa
UNITED STATES TREASURY	9128286Y1	06/15/2022	1,950,000.00	100.4023	1,957,844.85	1,948,019.52	1,948,341.58	1.786	1.373%	AA+	Aaa
UNITED STATES TREASURY	912828YF1	09/15/2022	2,000,000.00	99.7695	1,995,390.00	1,993,906.25	1,993,997.38	1.614	1.399%	AA+	Aaa
UNITED STATES TREASURY	912828YK0	10/15/2022	2,000,000.00	99.3906	1,987,812.00	1,985,703.12	1,985,910.72	1.634	1.394%	AA+	Aaa
UNITED STATES TREASURY	---	08/08/2021	89,710,000.00	100.5373	90,189,558.47	89,180,206.03	89,391,326.44	2.259	63.237%	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
---	---	04/16/2021	141,739,051.92	94.6596	142,622,160.98	141,216,605.93	141,483,484.85	2.215	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 2014 Measure BB (159782)

Base Currency: USD As of 12/31/2019

Dated: 01/15/2020

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	99.9200	2,997,600.00	2,944,563.00	2,991,781.58	2.312	2.615%	AA+	Aaa
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G0A78	01/21/2020	2,523,000.00	100.0027	2,523,068.25	2,499,258.57	2,522,341.43	2.114	2.201%	AA+	Aaa
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G0T29	02/28/2020	2,000,000.00	99.9807	1,999,613.30	1,969,074.00	1,997,559.58	2.290	1.744%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130ADUJ9	03/30/2020	3,000,000.00	100.1907	3,005,720.94	3,001,359.00	3,000,167.75	2.351	2.622%	AA+	Aaa
FEDERAL FARM CREDIT BANKS FUNDING CORP	3133EJHL6	03/27/2020	2,000,000.00	100.1925	2,003,850.64	1,999,960.00	1,999,995.29	2.376	1.748%	AA+	Aaa
---	---	03/16/2020	12,523,000.00	100.0550	12,529,853.13	12,414,214.57	12,511,845.64	2.288	10.930%	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	12/31/2019	18,559.53	1.0000	18,559.53	18,559.53	18,559.53	0.000	0.016%	AAA	Aaa
Receivable	CCYUSD	12/31/2019	18,559.53	1.0000	18,559.53	18,559.53	18,559.53	0.000	0.016%	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
INTEL CORP	458140AZ3	05/11/2020	1,000,000.00	99.9956	999,955.72	985,900.00	997,575.98	2.548	0.872%	A+	A1
APPLE INC	037833CK4	02/07/2020	3,000,000.00	99.9968	2,999,903.61	2,989,800.00	2,999,514.29	2.064	2.617%	AA+	Aa1
---	---	03/01/2020	4,000,000.00	99.9965	3,999,859.33	3,975,700.00	3,997,090.27	2.184	3.489%	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	89233GFW1	06/30/2020	2,750,000.00	99.0544	2,723,996.00	2,721,482.50	2,724,697.71	1.848	2.376%	A-1+	P-1
Toyota Motor Credit Corporation	89233GFW1	06/30/2020	2,750,000.00	99.0544	2,723,996.00	2,721,482.50	2,724,697.71	1.848	2.376%	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	12/31/2019	11,458,883.92	1.0000	11,458,883.92	11,458,883.92	11,458,883.92	1.520	9.996%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	12/31/2019	11,458,883.92	1.0000	11,458,883.92	11,458,883.92	11,458,883.92	1.520	9.996%	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	912796WP0	01/21/2020	43,000,000.00	99.9224	42,966,632.00	42,960,044.64	42,963,676.95	1.547	37.480%	A-1+	P-1
UNITED STATES TREASURY	912796WP0	01/21/2020	43,000,000.00	99.9224	42,966,632.00	42,960,044.64	42,963,676.95	1.547	37.480%	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	912828MP2	02/15/2020	2,102,000.00	100.2317	2,106,870.33	2,164,485.23	2,105,769.22	2.130	1.838%	AA+	Aaa
UNITED STATES TREASURY	912828ND8	05/15/2020	2,888,000.00	100.6680	2,907,291.84	2,939,555.31	2,898,116.23	2.522	2.536%	AA+	Aaa
UNITED STATES TREASURY	912828XH8	06/30/2020	25,920,000.00	100.0000	25,920,000.00	25,820,775.13	25,869,692.71	2.023	22.610%	AA+	Aaa

Holdings by Security Type ACTC

ACTC 2014 Measure BB (159782)

Base Currency: USD As of 12/31/2019

Dated: 01/15/2020

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	912828X21	04/15/2020	3,000,000.00	99.9727	2,999,181.00	2,952,421.89	2,993,221.57	2.309	2.616%	AA+	Aaa
UNITED STATES TREASURY	9128283Y4	02/29/2020	3,000,000.00	100.0917	3,002,751.00	2,998,710.93	2,999,889.93	2.273	2.619%	AA+	Aaa
UNITED STATES TREASURY	9128284C1	03/31/2020	4,000,000.00	100.1406	4,005,624.00	3,998,281.24	3,999,785.75	2.272	3.494%	AA+	Aaa
UNITED STATES TREASURY	---	05/27/2020	40,910,000.00	100.0782	40,941,718.17	40,874,229.72	40,866,475.42	2.128	35.713%	AA+	Aaa

Summary

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
---	---	03/16/2020	114,660,443.45	90.0872	114,639,502.08	114,423,114.88	114,541,229.43	1.862	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 12/31/2019

Dated: 01/15/2020

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	313384TM1	02/24/2020	285,000.00	99.7762	284,362.23	283,886.76	284,324.55	1.589	19.453%	A-1+	P-1
FEDERAL HOME LOAN BANKS	313384TM1	02/24/2020	285,000.00	99.7762	284,362.23	283,886.76	284,324.55	1.589	19.453%	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	12/31/2019	42.99	1.0000	42.99	42.99	42.99	0.000	0.003%	AAA	Aaa
Receivable	CCYUSD	12/31/2019	42.99	1.0000	42.99	42.99	42.99	0.000	0.003%	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	12/31/2019	4,291.93	1.0000	4,291.93	4,291.93	4,291.93	1.520	0.294%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	12/31/2019	4,291.93	1.0000	4,291.93	4,291.93	4,291.93	1.520	0.294%	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	99.7938	608,742.18	605,374.52	608,426.71	1.902	41.644%	A-1+	P-1
UNITED STATES TREASURY	912796WT2	02/18/2020	285,000.00	99.8055	284,445.67	284,353.34	284,414.35	1.570	19.459%	A-1+	P-1
UNITED STATES TREASURY	---	02/19/2020	895,000.00	99.7975	893,187.85	889,727.86	892,841.05	1.797	61.102%	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	280,000.00	99.9650	279,902.00	279,748.44	279,896.15	1.675	19.148%	AA+	Aaa
UNITED STATES TREASURY	912828W22	02/15/2020	280,000.00	99.9650	279,902.00	279,748.44	279,896.15	1.675	19.148%	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
---	---	02/19/2020	1,464,334.92	99.5329	1,461,787.01	1,457,697.98	1,461,396.67	1.732	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

Base Currency: USD As of 12/31/2019

ACTC Series 2014-Principal Fd (159786)

Dated: 01/15/2020

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	99.7889	2,350,028.34	2,303,033.00	2,346,993.00	2.442	11.902%	A-1+	P-1
FEDERAL HOME LOAN BANKS	313384TM1	02/24/2020	1,935,000.00	99.7762	1,930,669.90	1,927,441.68	1,930,414.05	1.589	9.778%	A-1+	P-1
FEDERAL HOME LOAN BANKS	---	02/22/2020	4,290,000.00	99.7832	4,280,698.23	4,230,474.68	4,277,407.05	2.057	21.680%	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	12/31/2019	246.06	1.0000	246.06	246.06	246.06	0.000	0.001%	AAA	Aaa
Receivable	CCYUSD	12/31/2019	246.06	1.0000	246.06	246.06	246.06	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	12/31/2019	4,464.64	1.0000	4,464.64	4,464.64	4,464.64	1.520	0.023%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	12/31/2019	4,464.64	1.0000	4,464.64	4,464.64	4,464.64	1.520	0.023%	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	99.7938	2,010,845.07	1,996,976.94	2,009,850.55	1.888	10.184%	A-1+	P-1
UNITED STATES TREASURY	912796TG4	02/20/2020	1,940,000.00	99.7938	1,935,999.72	1,925,289.47	1,934,996.42	1.902	9.805%	A-1+	P-1
UNITED STATES TREASURY	912796WT2	02/18/2020	1,930,000.00	99.8055	1,926,246.15	1,925,620.85	1,926,033.98	1.570	9.756%	A-1+	P-1
UNITED STATES TREASURY	---	02/19/2020	5,885,000.00	99.7976	5,873,090.94	5,847,887.26	5,870,880.95	1.788	29.744%	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	99.9650	1,934,322.75	1,919,202.54	1,932,565.46	2.412	9.796%	AA+	Aaa
UNITED STATES TREASURY	912828W22	02/15/2020	1,935,000.00	99.9650	1,934,322.75	1,921,243.36	1,932,637.22	2.382	9.796%	AA+	Aaa
UNITED STATES TREASURY	912828MP2	02/15/2020	1,880,000.00	100.2317	1,884,355.96	1,898,285.94	1,883,531.62	2.073	9.543%	AA+	Aaa
UNITED STATES TREASURY	912828W22	02/15/2020	1,920,000.00	99.9650	1,919,328.00	1,912,275.00	1,918,295.96	2.107	9.720%	AA+	Aaa
UNITED STATES TREASURY	912828W22	02/15/2020	1,915,000.00	99.9650	1,914,329.75	1,913,279.49	1,914,289.70	1.675	9.695%	AA+	Aaa
UNITED STATES TREASURY	---	02/15/2020	9,585,000.00	100.0178	9,586,659.21	9,564,286.33	9,581,319.95	2.131	48.552%	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
---	---	02/18/2020	19,764,710.70	99.8783	19,745,159.08	19,647,358.97	19,734,318.65	2.013	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-Revenue Fd (159787)

Base Currency: USD As of 12/31/2019

Dated: 01/15/2020

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	12/31/2019	1.08	1.0000	1.08	1.08	1.08	0.000	0.129%	AAA	Aaa
Receivable	CCYUSD	12/31/2019	1.08	1.0000	1.08	1.08	1.08	0.000	0.129%	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	12/31/2019	835.70	1.0000	835.70	835.70	835.70	1.520	99.871%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	12/31/2019	835.70	1.0000	835.70	835.70	835.70	1.520	99.871%	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
---	---	12/31/2019	836.78	1.0000	836.78	836.78	836.78	1.518	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.



Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 20, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: Approve the Alameda CTC FY2019-20 Second Quarter Consolidated Financial Report

Recommendation

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

Summary

Alameda CTC's expenditures through December 31, 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 second quarter of FY2019-20.

The attached FY2019-20 Second 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 December 31, 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 50 percent of the total annual budget through the second quarter of the fiscal year, and percentages under 100 percent indicate that actual revenue or expenditure items are less than 50 percent of the total annual budget through the second quarter of the fiscal year. As of December 31, 2019, Alameda CTC activity for the fiscal year results in a net increase in fund balance in the amount of \$31.5 million. While various funds contributed to this increase, the most significant contributions were from an accumulation of funding in the Debt Service Fund to pay for the upcoming debt service payment due on March 1, 2020 and the 2000 Measure B and 2014 Measure BB Special Revenue Funds which collected sales tax revenues, but spent down only a fraction. Agreements for grants awarded through the

CIP process from these funds were finalized earlier in this fiscal year; however, requests for reimbursements from the sponsor agencies on the projects funded have not yet been received.

Background

The following are highlights of actual revenues and expenditures compared to budget as of December 31, 2019 by major category:

Revenues

Sales tax revenues are over budget by \$11.0 million, or 6.9 percent, and investment income is over budget by \$1.5 million or 28.7 percent as interest rates temporarily rose slightly during the first half of FY2019-20. However, we have begun to see a decrease in the market rate even lower than the rate originally projected during the budget process. Grant revenues are under budget by \$11.0 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 under budget by \$9.9 thousand, or 0.3 percent, as of December 31, 2019.

Administration

Costs for overall administration are under budget by \$12.7 million, or 72.0 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 December 31, 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 \$1.0 million, or 28.9 percent, primarily related to operations and maintenance costs.

Planning

Planning expenditures are under budget by \$0.1 million, or 22.6 percent, due to timing of planning projects.

Programs

Programs expenditures are over budget by \$0.2 million, or 0.2 percent, largely due to an increase in expenditures for direct local distributions (DLD) which is directly related to sales tax revenues coming in higher than projected. This significant increase in DLD expenditures is offset by VRF and TFCA programming expenditures which were lower than budgeted, mostly due to the timing of requests for reimbursements from sponsor agencies for projects that were programmed these funding sources through the CIP process.

Capital Projects

Capital Projects expenditures are under budget by \$78.0 million, or 56.9 percent. This variance is due to several factors which include prolonged project close-out activities, slower construction activity due to weather, and timing of requests for reimbursements as externally managed projects frequently bill on a quarterly or semi-annual basis. 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 December 31, 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 requested action.

Attachment:

- A. Alameda CTC Consolidated Revenues/Expenditures as of December 31, 2019

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ALAMEDA COUNTY TRANSPORTATION COMMISSION
Consolidated Revenues/Expenditures
December 31, 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	\$ 170,965,157	\$ 160,000,000	106.85	\$ 10,965,157
Investment Income	6,788,399	5,275,000	128.69	1,513,399
Member Agency Fees	739,882	739,882	100.00	-
VRF Funds	6,493,772	6,000,000	108.23	493,772
TFCA Revenues	1,035,481	990,300	104.56	45,181
Toll Revenues	6,701,636	6,625,000	101.16	76,636
Toll Violation and Penalty Revenues	1,524,041	1,375,000	110.84	149,041
Other Revenues	179	-	-	179
Regional/State/Federal Grants	2,284,710	13,685,579	16.69	(11,400,869)
Local and Other Grants	1,935,845	1,535,370	126.08	400,475
Total Revenues	\$ 198,469,102	\$ 196,226,131		\$ 2,242,971
EXPENDITURES				
<u>Administration</u>				
Salaries and Benefits ⁽¹⁾	1,357,783	1,361,126	99.75	3,343
General Office Expenses	860,675	962,402	89.43	101,727
Travel Expense	16,268	32,500	50.06	16,232
Debt Service ⁽²⁾	1,692,225	13,234,725	12.79	11,542,500
Professional Services	939,111	1,849,032	50.79	909,921
Commission and Community Support	85,186	128,054	66.52	42,868
Contingency	-	100,000	-	100,000
Subtotal	4,951,248	17,667,839		12,716,591
<u>Freeway Operations</u>				
Salaries and Benefits ⁽¹⁾	103,150	169,751	60.77	66,601
Operating Expenditures	2,011,749	3,000,000	67.06	988,251
Special Project Expenditures	290,132	212,500	136.53	(77,632)
Subtotal	2,405,031	3,382,251		977,220
<u>Planning</u>				
Salaries and Benefits ⁽¹⁾	506,019	446,681	113.28	(59,338)
Transportation Planning	70	107,205	0.07	107,135
Congestion Management Program	-	100,000	-	100,000
Subtotal	506,089	653,886		147,797
<u>Programs</u>				
Salaries and Benefits ⁽¹⁾	903,092	777,909	116.09	(125,183)
Programs Management and Support	230,275	1,195,134	19.27	964,859
Safe Routes to School Program	515,018	1,487,983	34.61	972,965
VRF Programming	4,640,205	6,811,500	68.12	2,171,295
Measure B/BB Direct Local Distribution	88,349,144	82,675,353	106.86	(5,673,791)
Grant Awards	4,214,771	4,683,465	89.99	468,694
TFCA Programming	(65,000)	1,772,705	(3.67)	1,837,705
CMA TIP Programming	1,301,302	522,391	249.10	(778,911)
Subtotal	100,088,807	99,926,440		(162,367)
<u>Capital Projects</u>				
Salaries and Benefits ⁽¹⁾	660,629	785,143	84.14	124,514
Capital Project Expenditures	58,349,317	136,181,994	42.85	77,832,677
Subtotal	59,009,946	136,967,137		77,957,191
Total Expenditures	\$ 166,961,121	\$ 258,597,553		\$ 91,636,432
Net revenue over / (under) expenditures	\$ 31,507,981	\$ (62,371,422)		

(1) Salaries and benefits are slightly under budget by \$9,937 or 0.3% as of December 31, 2019.

(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

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 20, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: I-580 Express Lanes Operation Update

Recommendation

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

Summary

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

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

Background

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

An All Electronic Toll (AET) collection method has been employed to collect tolls. Toll rates are calculated based on real-time traffic conditions (speed and volume) in express and general purpose lanes and can change as frequently as every three minutes. California

Highway Patrol (CHP) officers provide enforcement services and the California Department of Transportation (Caltrans) provides roadway maintenance services through reimbursable service agreements.

December 2019 Operations Update:

Approximately 675,000 express lane trips were recorded during operational hours in December, which is an average of approximately 32,100 daily trips. Table 1 presents the breakdown of trips based on toll classification and direction of travel. Pursuant to the Commission-adopted "Ordinance for Administration of Tolls and Enforcement of Toll Violations for the I-580 Express Lanes," if a vehicle uses the express lanes without a valid FasTrak® toll tag then the license plate read by the Electronic Tolling System is used to assess a toll either by means of an existing FasTrak account to which the license plate is registered or by issuing a notice of toll evasion violation to the registered vehicle owner. Approximately 75 percent of all trips by users without a toll tag are assessed tolls via FasTrak account.

Table 1. Express Lane Trips by Type and Direction

Trip Classification		Percent of Trips ¹
		December
By Type	HOV-eligible with FasTrak flex tag	50%
	SOV with FasTrak standard or flex tag	31%
	No valid toll tag in vehicle	19%
By Direction	Westbound	43%
	Eastbound	57%

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

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

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

experienced from Isabel Avenue to Fallon Road in the morning commute. By comparison, the general-purpose lanes experienced average speeds as low as 40 mph and LOS D throughout longer sections of the corridor for longer periods of time.

In the eastbound direction, average express lane speeds from July 2019 through December 2019 ranged from 20 to 70 mph during the evening commute hours (2 pm – 7 pm) with the lowest speeds occurring at the eastern terminus of the express lanes, between Vasco Road and Greenville Road. Average express lane speeds throughout the rest of the day exceeded 65 mph. Most of the express lane corridor operates at LOS C or better during the evening commute hours, with limited sections of degraded LOS at the western end of the express lanes between 3 pm and 6 pm and at the eastern terminus between 3 pm and 7 pm. The express lanes averaged LOS B or better throughout the rest of the day in all locations. By comparison, the general purpose lanes experienced lower speeds and degraded levels of services for longer periods of time than the express lanes during the evening commute hours.

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

Table 2. Toll Rate Data

Month	Direction	Maximum Posted Toll (Travel Entire Corridor)	Average Assessed ¹ Toll (All Toll Trips)
December	Westbound	\$12.25 (1 of 21 days)	\$2.33
	Eastbound	\$12.00 (10 of 21 days)	\$3.54

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

In Fiscal Year 2019-20, the I-580 Express Lanes recorded nearly 4.34 million total trips through December 2019. Total gross revenues received through December 2019 include \$6.70 million in toll revenues and \$1.52 million in violation fees and penalties; the pro-rated forecast operating budget is \$3.09 million.

Fiscal Impact: There is no fiscal impact. This is an information item only.

Attachments:

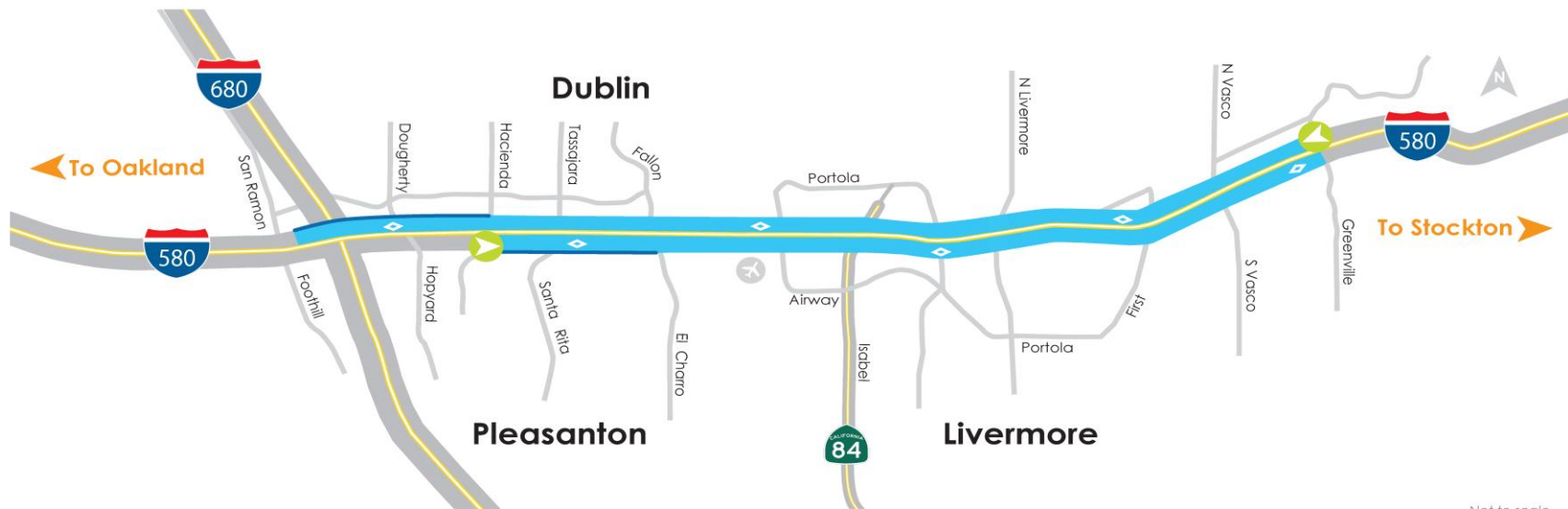
- A. I-580 Express Lanes Location Map
- B. I-580 Corridor Express Lanes Heat Maps July 2019 – December 2019

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I-580 Express Lanes Location Map

6.6A



Not to scale



Two Eastbound Express Lanes

Lanes begin at Hacienda



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

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



One Westbound Express Lane

Lane begins at Greenville



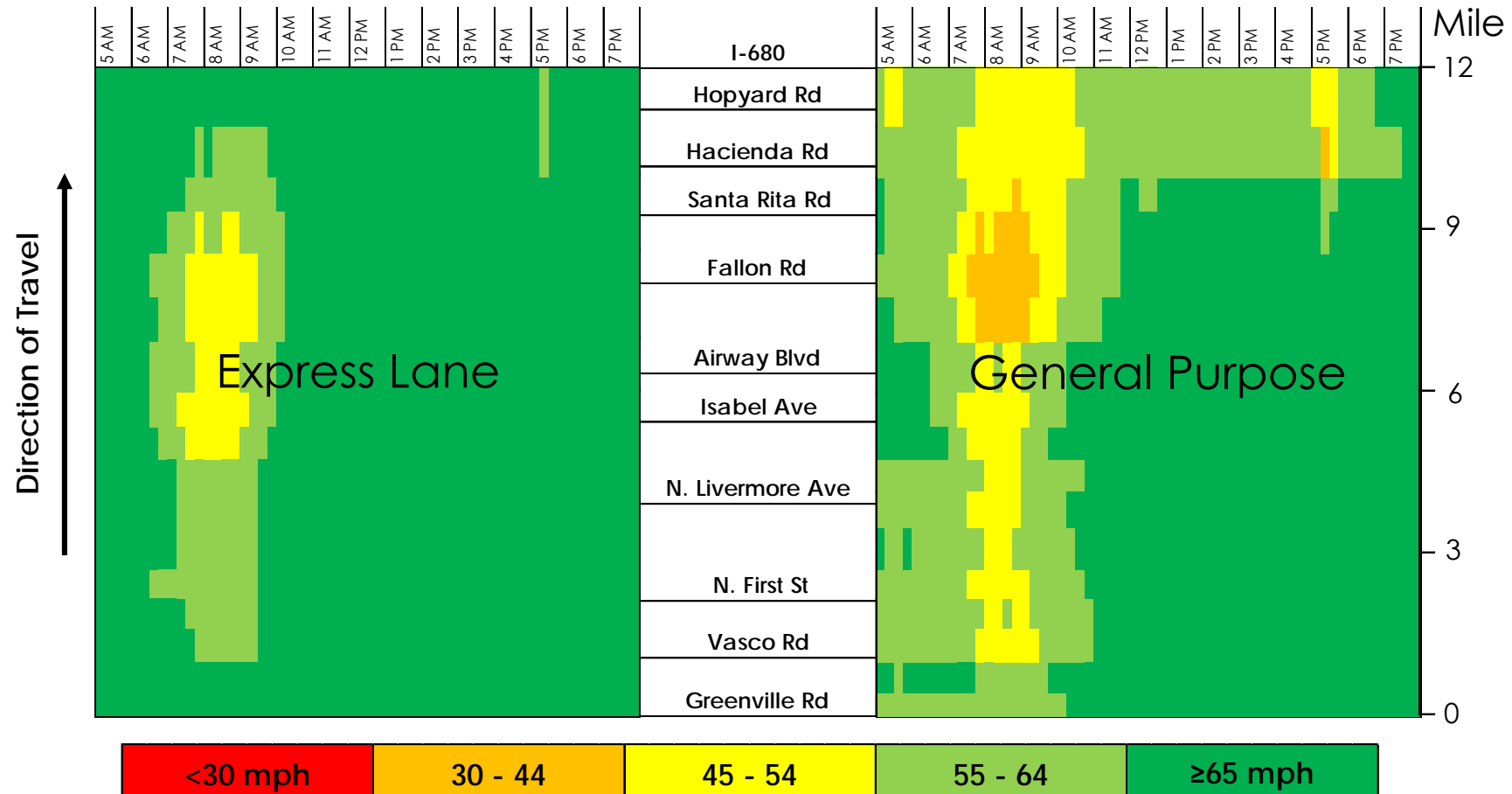
No entry/exit from westbound express lane from Hacienda to end.

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

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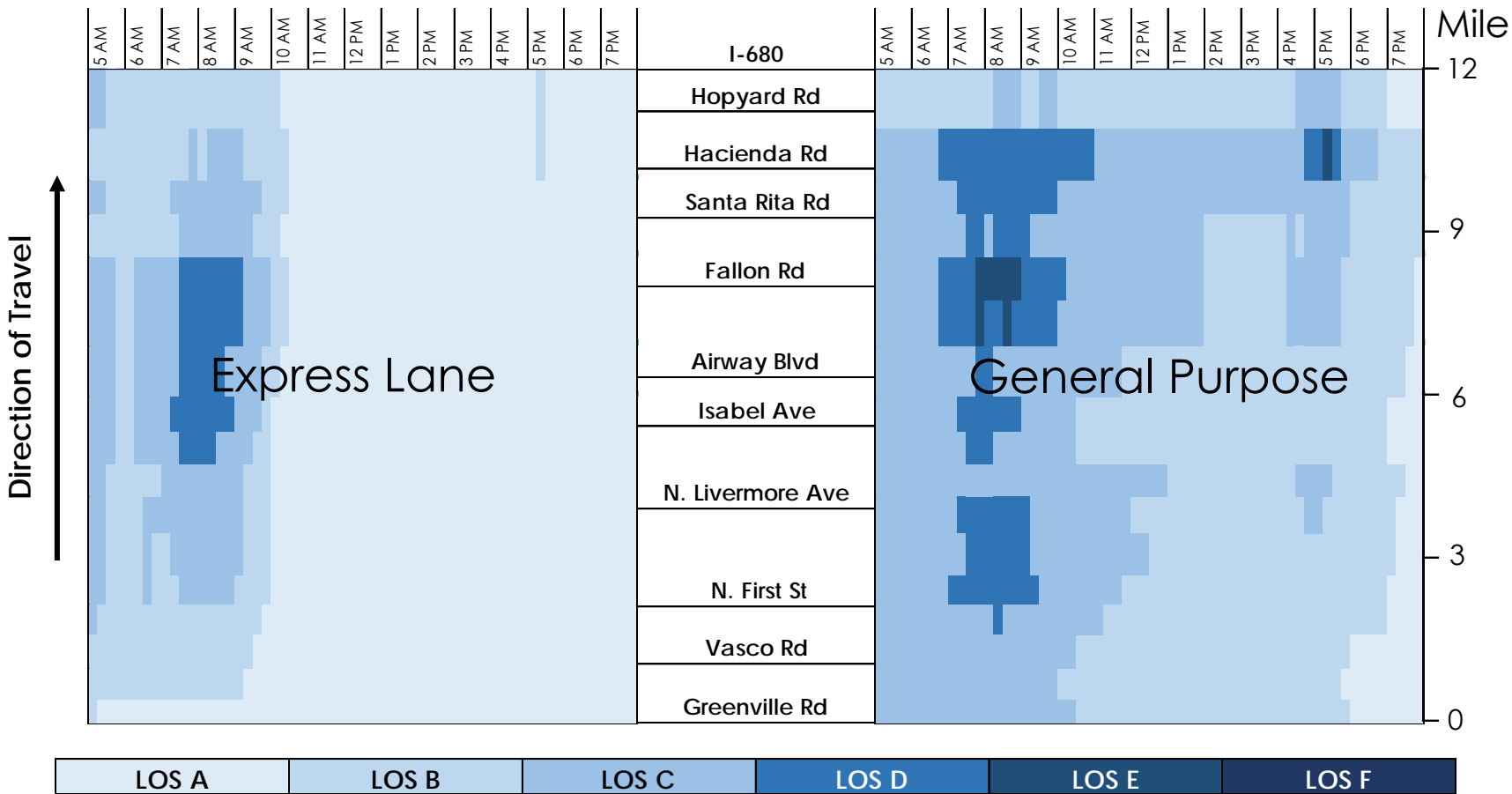
Westbound I-580 Corridor Speed Heat Maps

Monday-Friday, July 2019 – December 2019



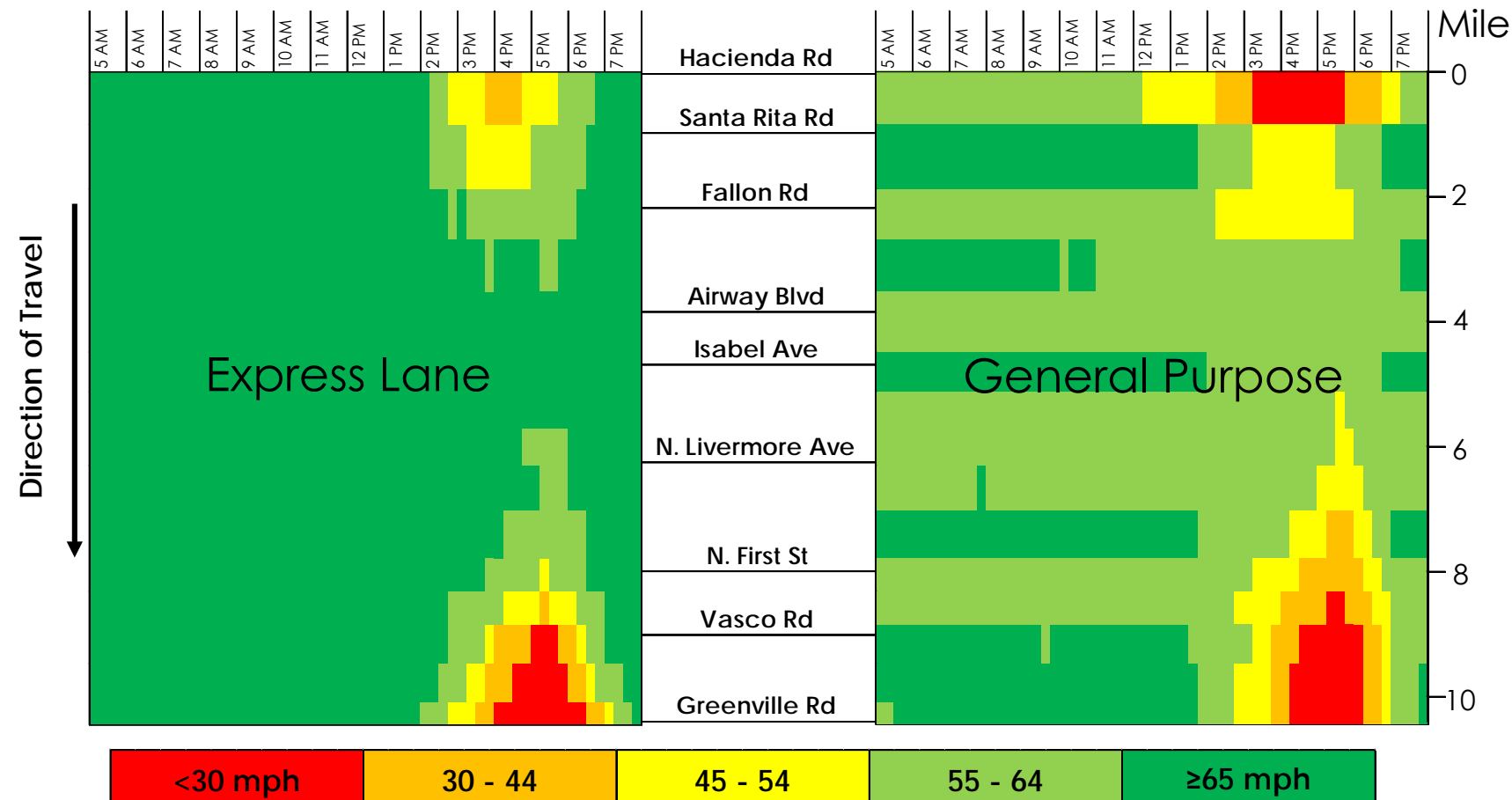
Westbound I-580 Corridor Density Heat Maps

Monday-Friday, July 2019 – December 2019



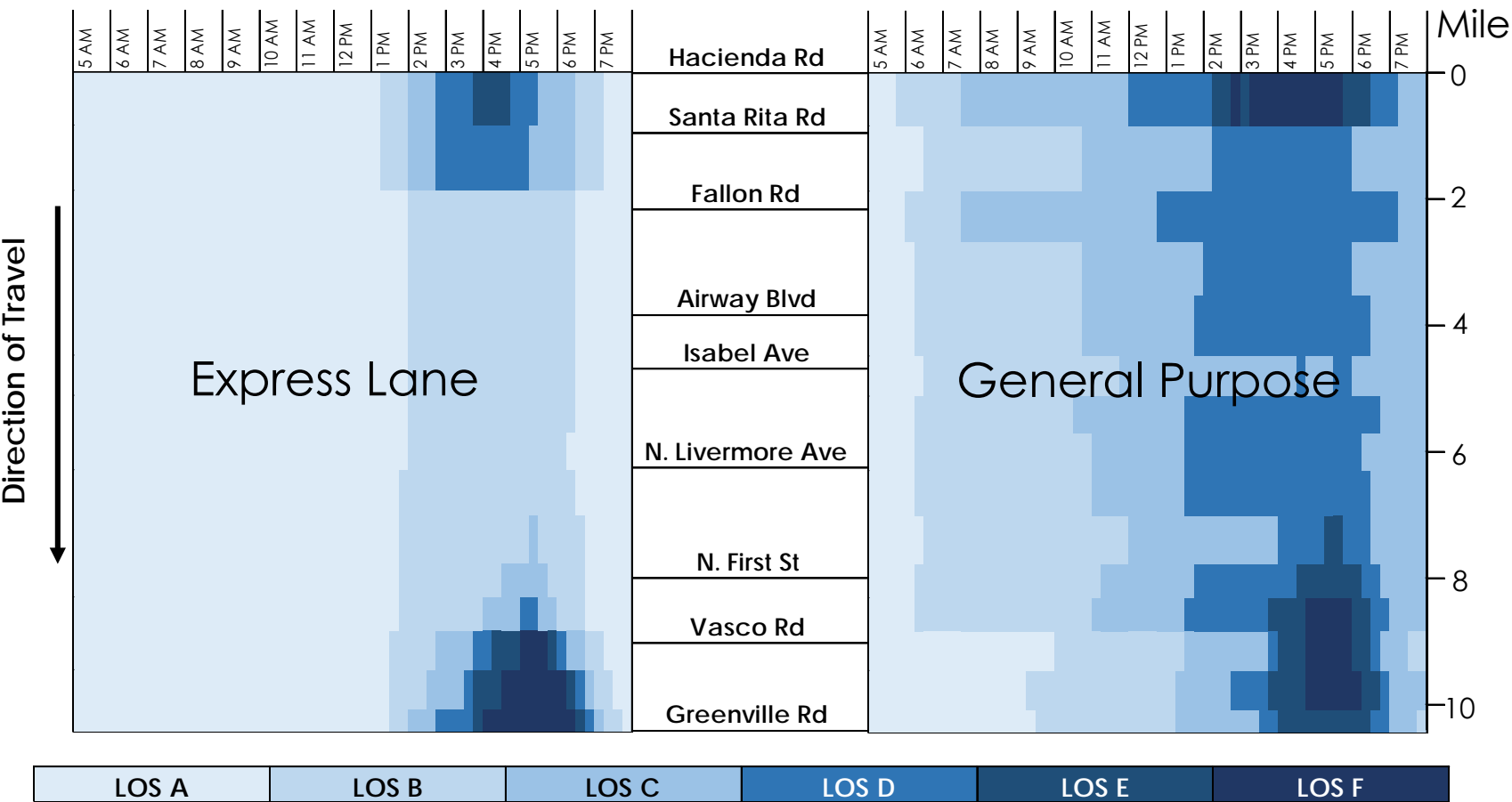
Eastbound I-580 Corridor Speed Heat Maps

Monday-Friday, July 2019 – December 2019



Eastbound I-580 Corridor Density Heat Maps

Monday-Friday, July 2019 – December 2019





Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: February 20, 2020

TO: Alameda County Transportation Commission

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

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

Recommendation

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

Summary

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

Alameda CTC has not reviewed any environmental documents since the last update on January 13, 2020.

Fiscal Impact: There is no fiscal impact. This is an information item only.

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Memorandum

6.8

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 20, 2020

TO: Alameda County Transportation Commission

FROM: Leslie Lara-Enríquez, Senior Program Analyst

SUBJECT: Alameda County Safe Routes to Schools Program Update and Approve Contract Amendments

Recommendation

Receive an update on the Alameda County Safe Routes to Schools (SR2S) Program and approve and authorize the Executive Director to execute amendments to the three professional services agreements, as follows:

1. Amendment No. 3 to Agreement No. A17-0075 with Alta Planning + Design, Inc. for an additional \$1,219,125 for a total not-to-exceed amount of \$4,156,388 for Direct Student Safety Training services and a one-year time extension through June 30, 2021;
2. Amendment No. 4 to Agreement No. A17-0076 with Alta Planning + Design, Inc. for an additional \$508,492 for a total not-to-exceed amount of \$1,266,727 for School Site Assessments, Data Collection and Analysis and Program Evaluation services and a one-year time extension through June 30, 2021; and
3. Amendment No. 4 to Agreement No. A17-0077 with Toole Design Group, LLC, for an additional \$1,310,363 for a total not-to-exceed amount of \$4,528,751 for Education and Outreach services and a one-year time extension through June 30, 2021.

Summary

The Alameda County Safe Routes to Schools (SR2S) Program promotes safe active and shared transportation choices as fun and easy options for parents and students to travel to and from school. The program offers direct support and various program elements to public elementary, middle, and high schools in Alameda County, and it fosters partnerships and collaborates with school communities across the county to promote active (walking and rolling) and shared (carpooling and transit) transportation options while emphasizing and teaching safety.

In early 2017, the Commission adopted a new policy and program framework for the SR2S Program, with the goals of 1) re-balancing the program to increase the focus on program

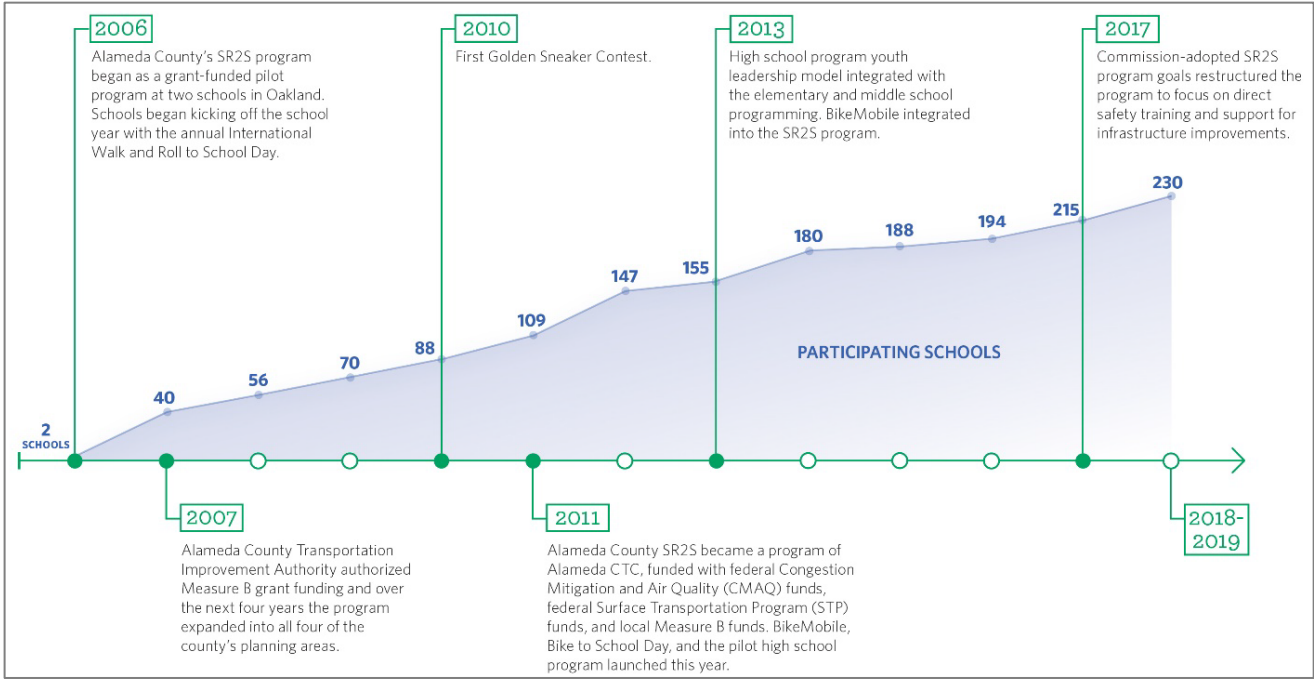
elements that influence and sustain behavior change, and 2) renewing the focus on safety via infrastructure improvements. The program framework led to the Commission's adoption of new program implementation goals, among which was a prioritization of evaluation efforts at the school level to ensure that the program strives for continuous improvement and actively monitors program impact. This memorandum summarizes the key findings and recommendations from the first comprehensive program evaluation, in addition to providing an update on program delivery for the 2018-19 school year. A table listing the Commission-adopted goals and describing the work completed toward each goal is included as Attachment A.

Program Background

The Alameda County SR2S Program was established in 2006 through a local grant-funded pilot program. The following year, the Alameda County Transportation Improvement Authority (ACTIA) authorized \$1.3 million in Measure B funds to continue the program. The program is now administered and managed by the Alameda County Transportation Commission (Alameda CTC) and is funded through a combination of federal, state and local funds.

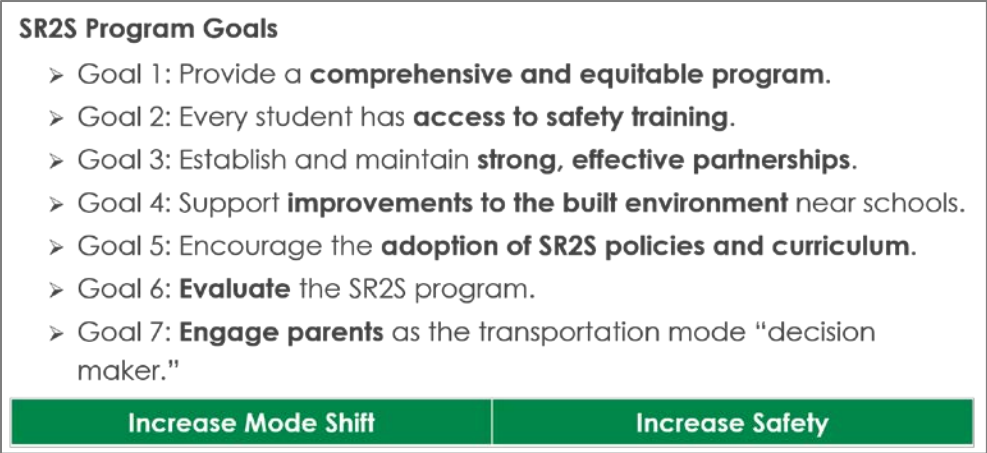
The program has changed and grown significantly over time (see Figure 1). Initially, resources focused on developing program elements while encouraging walking and rolling to school through three major encouragement events (International Walk and Roll to School Day, the Golden Sneaker Contest, and Bike to School Day) held throughout the school year. As the program grew, additional innovative program elements were introduced; however, program resources continued to focus on encouragement events.

FIGURE 1. ALAMEDA COUNTY SR2S PROGRAM GROWTH AND MAJOR MILESTONES



In 2016, staff assessed the long-term viability and structure of the program. The findings from this assessment showed that rather than focusing on encouragement events, the program needed to be re-balanced among the Six E's framework of Safe Routes to School (Education, Encouragement, Engineering, Enforcement, Evaluation, and Equity) in order to ensure program success and sustainability. As a result, the Commission adopted a new policy and program framework in early 2017, which led to the Commission's adoption of new program implementation goals (see Figure 2). Goal 6 is a prioritization of evaluation efforts at the school level to ensure that the program strives for continuous improvement and actively monitors program impact.

FIGURE 2. SR2S PROGRAM IMPLEMENTATION GOALS AND DESIRED PROGRAM OUTCOMES



Over the course of the last two school years, the program team worked to conduct the comprehensive program evaluation. The 2019 Evaluation Report is the first effort to conduct a comprehensive evaluation of the Alameda County SR2S Program and will be updated every two years. The biennial program evaluation is intended to guide Alameda CTC staff and the SR2S consultant team in:

1. Identifying efficiencies and the most successful program elements for different contexts, and
2. Identifying more or less successful program elements and recommending future improvements.

The report includes a robust analysis of the SR2S Program's growth, impact, and plans for the future—with the goal of continuously improving program elements and program effectiveness, and allocating resources most effectively and efficiently.

2018-19 School Year Program Delivery Achievements

The 2018-19 school year was the program's thirteenth year of promoting active and shared transportation choices to students and families. The program grew by approximately 7 percent from the previous year for a total of 230 schools now enrolled in the program. Of those, 165 are elementary schools, 40 are middle schools, and 25 are high schools.

The program delivered nearly 2,000 individual activities and events—reaching over 97,000 students with in-school, hands-on training and hosting over 1,000 individual ongoing events throughout the county. These numbers exclude the program's reach at community events and events held off school grounds because participation is more difficult to track.

Additional successes from the 2018-2019 school year include:

- Almost 50 percent of schools participated in 1–5 events/activities and almost a quarter of the schools held between 6–10 events/activities
- 16 schools participated in more than 21 events/activities
- 215 SR2S Champions helped implement the program
- 137 schools participated in International Walk and Roll to School Day, with approximately 71 percent of students reported arriving via active or shared modes
- 89 schools participated in the Golden Sneaker Contest, and for the first time in program history a high school (San Leandro High) was awarded the Platinum Sneaker Award
- 106 schools participated in Bike to School Day and nearly 4,700 students reported arriving at school on their bike, scooter or skateboard
- 351 individual ongoing events were held throughout the county
- 28 students from 6 different high schools participated in the Youth Task Force
- 19 school safety assessments were completed in partnership with local jurisdictions

In addition, the rail safety education program—ACT Safely—was implemented thanks to a grant from the California Office of Traffic Safety. The program delivered rail safety education to over 2,800 students at 25 schools in central Alameda County. Furthermore, over 3,700 families and community members throughout Alameda County received rail safety education and information at parent meetings, community meetings and community events. For complete details on the implementation of the ACT Safely program see Attachment D.

Lastly, Alameda CTC was awarded a \$3.7 million regional Active Transportation Program (ATP) grant to provide a comprehensive active transportation program at 70 under-resourced schools in Alameda County that have never participated in the SR2S or similar programs. Alameda CTC is actively working to roll out the ATP-funded program elements.

The final 2018-2019 Year-End Report is available at alamedacountysr2s.org/our-program/reports-and-resources/year-end-reports.

Alameda County Safe Routes to Schools 2019 Program Evaluation

As noted above, one of the goals adopted by the Commission in 2017 called for continuous evaluation of the SR2S program in order to ensure that it is context-sensitive and allows the program to adjust. As part of this work, staff developed an Evaluation Framework to guide the evaluation process and determined that a two-year data collection period would result in a more cost-effective and robust analysis.

At the same time, staff developed the various survey instruments and data collection methods that would inform the evaluation analysis. All survey instruments were developed specifically for the Alameda County SR2S Program, with the exception of the student travel tallies, which were based on the National Center for Safe Routes to Schools' student travel hand tally process. The evaluation report considered quantitative and qualitative data from the survey instruments, focus groups, school safety assessments, and general feedback from stakeholders.

Key Findings

The following themes emerged as the top findings from the overall program analysis:

- Administrators, SR2S Champions, local jurisdiction staff, parents, and students value the SR2S Program almost unanimously and see it as an asset for their schools.
- Driver behavior and a lack of safe walking and bicycling facilities near schools are major barriers to families using active modes.
- Other issues beyond transportation affect the commute choice. The Alameda County SR2S Program could help address other barriers to walking, rolling and shared travel by building partnerships.
- A one-size-fits-all approach may result in under-participation by under-resourced schools and/or a mismatch of program resources.

In addition to the overall program analysis, the evaluation team also dug deeper into four focus areas: mode, safety, program elements and participation. The mode analysis revealed that, on average, 31 percent of students at enrolled schools use active transportation options, while 13 percent use shared modes. In addition, 57 percent of families living within a quarter mile of their school currently use active modes. For the schools where longitudinal data was available, the analysis found that schools that have participated in the program over the last five years have increased use of active modes by three percent; increased shared mode use by four percent; and decreased driving alone by three percent.

In terms of safety, driver behavior—specifically, speeding—near schools emerged as the top concern keeping families from walking or rolling to school. Additionally, the absence of safe walking and biking infrastructure is a barrier keeping some students from using active modes to get to school, and crime and personal safety concerns were identified as significant barriers for students walking and biking to school. The analysis also found that a significant proportion of parents/caregivers of elementary and middle school students report having concerns about letting their child walk, roll, or take transit, even with a trusted adult.

Related to participation and program elements, the analysis found that all areas of the county are served by the program, although some discrepancies in active program participation still exist. Also, the majority of schools enrolled in the program (85 percent) are active participants, meaning that they participate in at least one activity or event per year. The analysis also found that active SR2S Champions and supportive school administrators are essential to program success and program element implementation;

however, Champion and school staff availability and turnover are major ongoing challenges. In addition, lack of parent support or interest emerged as the key barrier for organizing and implementing SR2S program elements in schools. Individual program element effectiveness was difficult to glean based on the current evaluation methodology and will require a revised evaluation strategy to accurately gauge effectiveness. The full Alameda County Safe Routes to Schools 2019 Program Evaluation Report and appendices are available at alamedacountysr2s.org/our-services/plan-an-event/evaluation.

Access Safe Routes Pilot Program Evaluation

During the 2017–18 school year, program staff launched the two-year Access Safe Routes Pilot Program, which aimed to increase program participation in historically under-resourced schools. The pilot provided highly-tailored, face-to-face support to participating schools in order to identify and address the barriers to increased use of active and shared modes. At the same time, site coordinators worked with the schools to build internal leadership that would result in a more sustainable program in the long term. Program staff also tested strategies to understand and address the needs of under-resourced schools in order to help these, and other under-resourced schools, successfully implement a SR2S program.

The pilot evaluation found that the Access Safe Routes Pilot Program implementation model successfully enabled under-resourced schools to participate in the Alameda County SR2S Program in higher proportions. For example, Access schools participated in SR2S program elements at a higher rate than non-Access schools, suggesting that the additional support offered through the Access Safe Routes Pilot Program stimulated increased participation. Additionally, during the program evaluation process, several Champions noted the importance of focused staff time and support from the SR2S program in their ability to offer program elements and engage with their schools.

Additional findings from the pilot evaluation include:

- Turnover of Champions and school administrators can disrupt awareness of and support for the SR2S program, impeding schools from participating in events/activities from year to year
- Constrained resources and funding limitations at the schools impact the ability of under-resourced schools to participate in the SR2S Program
- In-person engagement was more effective, producing better and more responsive relationships
- Infrastructure improvements were identified as an important step in increasing walking and biking to school

The findings from the Access Safe Routes Pilot Program evaluation helped inform the recommendations to the overall program as outlined below. The ATP grant funding secured by Alameda CTC in 2019 is specifically focused on expanding the Access Safe Routes Program. The complete Access Safe Routes Pilot Program report is included as an

appendix to the 2019 Evaluation Report available at alamedacountysr2s.org/our-services/plan-an-event/evaluation.

Next Steps

Based on lessons learned during this evaluation period, the evaluation team proposed the following recommendations to be considered for future program implementation. The timeframe for the recommendations considers activities that were already in progress (short-term) or that are achievable with existing resources and work plans (medium-term). Long-term recommendations may require additional resources.

Short-Term Recommendations (2019–20 School Year)

1. Continue focusing resources on direct student safety training, school safety assessments that identify infrastructure improvements near schools, and ongoing events that sustain behavior change.
2. Dedicate resources to address driver behavior near schools through development of new program elements or strategies, such as targeted age- and culturally-appropriate outreach campaigns and messaging, and/or coordinated enforcement efforts.
3. Dedicate resources to understand the barriers to participation for inactive schools already enrolled in the program and identify solutions to reduce those barriers.
4. Prioritize engaging parents as the transportation decision-makers to address parents' attitudes toward and concerns about walking, rolling, and transit use.
5. Track local investments in infrastructure near schools, particularly projects that were identified in the school safety assessments to better evaluate the impact of the assessments.

Medium-Term Recommendations (2020–21 School Year)

1. Increase targeted face-to-face outreach to schools in under-represented areas of the county, especially at districts with program enrollment below the countywide average.
2. Provide more tailored messaging to Champions and school administrators about the benefits of the SR2S Program and individual program elements.
3. Advocate for funding for infrastructure improvements near schools that reduce driving speeds (traffic calming) and provide separation between people walking, rolling, and driving.
4. Explore, develop and pilot program elements that could address the non-transportation barriers that impact families' transportation decisions, including building partnerships with other agencies/organizations around the county that work to address these barriers.

Long-Term Recommendations

1. Research best practices and develop strategies to identify high-reach, low-cost program elements that are most likely to sustain travel behavior change, such as an anti-speeding campaigns near schools.

2. Give priority to program offerings that are most effective at sustaining behavior change and impacting safety.
3. Identify opportunities to increase targeted face-to-face support for Champions and school administrators to facilitate their organizing and publicizing of SR2S events and activities.
4. Work with local jurisdiction partners to prioritize traffic calming and complete streets near schools.

Professional Services Contract Amendments

The SR2S Program is administered via three contracts, with close program management by Alameda CTC. The proposed contract amendments detailed in the recommendation extend all three contracts to add one additional year of program delivery to each contract, and the funding necessary to continue providing the SR2S program at levels consistent with those of the last two years, with the addition of the ATP Access Safe Routes Program expansion. These contracts were adopted after a competitive bid process and these extensions are within the five-year eligible contract time extension prior to a new procurement process.

Levine Act Statement: Alta Planning + Design, Inc. and its subconsultants and Toole Design Group, LLC, and its subconsultants did not report any conflicts in accordance with the Levine Act.

Fiscal Impact

The fiscal impact for approving this item is \$3,037,980, which was included in the budget adopted for FY2020-21.

Attachments:

- A. Alameda County SR2S Program Goals and Accomplishments to Date
- B. [Alameda County Safe Routes to Schools 2018-19 Year-End Report](#)
- C. [Alameda County Safe Routes to Schools 2019 Program Evaluation](#)
- D. California Office of Traffic Safety Pedestrian and Bicycle Safety Program Grant Final Report
- E. [School and District Snapshots](#)

Alameda County SR2S Program Goals and Accomplishments to Date

Adopted by the Alameda CTC Commission in January 2017, the following desired program outcomes guide the Alameda County Safe Routes to Schools (SR2S) Program:

- » **Mode shift:** Increase use of active and shared transportation modes (rolling, walking, taking transit, and carpooling) to access schools and promote these as viable, everyday transportation options, and
- » **Safety:** Increase safe pedestrian and bicycling behaviors, decrease incidence of collisions, and increase student and parent confidence in safe walking, bicycling and/or transit riding abilities.

The Commission also adopted seven goals to guide program implementation. The table below highlights how the SR2S Program has been working to meet the Commission-adopted goals.

ALAMEDA COUNTY SR2S PROGRAM GOALS AND ACCOMPLISHMENTS

Goal	Summary of Work Towards Goal
1. Provide a comprehensive, equitable program in a fiscally responsible manner.	<ul style="list-style-type: none"> • Implemented an online Schools Database that allows for improved tracking of activities at schools and more effective coordination among the SR2S team. • Launched the Access Safe Routes Pilot Program to encourage greater participation by under-resourced schools. • Implemented scheduling guidelines for all program elements to ensure effective and geographically equitable distribution of resources. • Re-balanced the program among the Six E's to ensure delivery of a comprehensive program that increased focus on safety and elements that sustain behavior change.
2. Develop a core program where every student has access to age-appropriate bicycle and pedestrian safety training.	<ul style="list-style-type: none"> • Developed School Activity Plans in an effort to support schools in strategically planning their SR2S efforts. • Launched new program elements to increase access to age-appropriate programming, including ACT Safely (the rail safety program element), Travel Training, and Drive Your Bike 102. • Launched the Access Safe Routes Pilot Program to understand how to build sustainable programs and deepen our understanding of effective methods and strategies to implement SR2S programming at under-resourced schools.

Goal	Summary of Work Towards Goal
3. Establish and maintain strong, effective partnerships to foster program sustainability.	<ul style="list-style-type: none"> • Cultivated a robust network of school-based Champions (parent volunteers and school staff) who support program implementation at the school level. • Supported eight local SR2S Task Forces to increase coordination and support effective program implementation at the school level. • Convened local partner meetings to identify opportunities for coordination and to leverage existing resources. • Fostered partnerships with various relevant groups throughout the county, including the Alameda County SafeKids Coalition, the Child Injury Prevention Network – Bay Area, the Union City Family Center, the Eden Area Traffic Safety Committee, the Livable Streets Bucket in Ashland, and the Southern Alameda County Spare the Air Resource Team, to tap into existing structures and expand the impact of the program, and cross-leverage resources.
4. Support improvements to the built environment near schools to improve access and increase safety.	<ul style="list-style-type: none"> • Convened local jurisdiction staff to identify their needs in the SSA process and produce SSA reports that respond to those needs in order to increase the likelihood of implementation. • Strengthened partnerships and coordination with local jurisdiction staff to conduct and participate in SSAs, thereby increasing the likelihood of implementation of the improvement recommendations. • Enhanced the SSA process to include more robust data collection to support grant applications with the goal of implementing SSA recommendations. • Developed an SSA Toolkit in response to local jurisdictions staff's needs in order to increase the likelihood of implementation.
5. Encourage adoption of Safe Routes to Schools policies and curriculum within schools.	<ul style="list-style-type: none"> • Conducted research to identify best practices and model programs from across the region and the country. • Inventoried existing SR2S-supportive policies at the city and school district level throughout Alameda County.

Goal	Summary of Work Towards Goal
<p>6. Evaluate the SR2S Program at the school level so that it is context-sensitive and allows the program to adjust.</p>	<ul style="list-style-type: none"> • The 2019 Program Evaluation Report kicks off the first in an ongoing series of biennial comprehensive program evaluations. • The SR2S Program surveys students, parents, school administrators, SR2S Champions, and education activity participants to gauge program effectiveness and better understand school-level challenges and successes. • The 2019 Program Evaluation Report makes specific recommendations related to program participation, program elements, mode shift, and safety findings.
<p>7. Engage parents as transportation “decision makers.”</p>	<ul style="list-style-type: none"> • Developed a new and more strategic and comprehensive Communications Plan, which outlines the most effective communication tools to reach different audiences, with a particular focus on how to reach parents and the best messages to resonate with parents.

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Always look and listen for trains
Cross only at designated railroad crossings
Take your time – never race the train to the crossing or travel along the tracks

California Office of Traffic Safety

PEDESTRIAN AND BICYCLE SAFETY PROGRAM

GRANT

Final Report

PREPARED BY THE ALAMEDA COUNTY SAFE ROUTES TO SCHOOLS PROGRAM

OCTOBER 2019



Table of Contents

Section 1. Introduction	1
Section 2. Rail Safety Program Development	2
ACT Safely Branding	2
ACT Safely Website	3
Educational Materials	3
Rail Safety Week Media Educational Campaign	4
Section 3. Presentations and Events	5
Presentations and Events	6
Grant-Funded Purchases	9
Section 4. Successes and Challenges	10
Challenges	10
Successes	11





SECTION 1. INTRODUCTION

The Alameda County Safe Routes to Schools (SR2S) Program implemented a brand new program element—called ACT Safely—that delivers much-needed pedestrian and bike safety education curriculum with a focus on safety near railroad tracks funded by a grant from the California Office of Traffic Safety (OTS). The duration of the grant was October 1, 2018 to September 30, 2019, and was completed by a project team consisting of the Alameda County Safe Routes to Schools program manager and consultant staff.

The purpose of the program is to provide rail safety education to elementary, middle, and high school students who attend schools in Alameda County located within one mile of railroad tracks. In addition, the program aimed to engage the general community through presentations and educational programming to senior citizens (or “older adults”), adults, parents, teachers, and community members. The program was implemented through the following efforts:

- Developing an educational campaign that included a website, educational materials, and a National Rail Safety Week campaign
- Providing pedestrian and bicyclist rail safety presentations to students
- Providing pedestrian safety presentations to adults with a focus on parent groups and PTAs, as well as older adults
- Incorporating rail safety education into SR2S Task Force meetings
- Tabling at community events to share rail safety information and educational materials
- Distributing safety equipment, including bicycle helmets and lights

This report summarizes the efforts and accomplishments over the course of the one-year grant, as well as successes and challenges. Detailed information about specific events can be found in the quarterly reports submitted to OTS throughout the grant period.



SECTION 2. RAIL SAFETY PROGRAM DEVELOPMENT

Since this was the first time the Alameda County SR2S Program integrated rail safety into the SR2S Program, new materials had to be developed to communicate and share information about:

- The rail safety program
- How interested schools and community members could schedule events
- What actions students, families, and/or community members could take to improve safety around railroad tracks and trains

To implement the program, the project team developed a program brand and website, created a suite of educational materials, and conducted a media educational campaign during National Rail Safety Week in September 2019. Rail safety messaging was also integrated into other SR2S educational efforts and events throughout the year. The following sections describe each effort in more depth.

ACT SAFELY BRANDING

To begin this effort, the team developed the ACT Safely brand for the rail safety educational program, which included creating a logo and consistent messaging. The logo (Figure 1) and messaging focused on communicating three actions that individuals should take around tracks and trains:

- Always look and listen for trains
- Cross only at designated railroad crossings
- Take your time — never race the train to the crossing or travel along the tracks.



Figure 1. ACT Safely logo

The team created branding guidelines for the ACT Safely program to ensure consistency among materials and offer guidance to internal and external stakeholders about how and when to use logos, sponsorship language, and colors.

ACT SAFELY WEBSITE

In August 2019, the rail safety website launched as a sub-site (alamedacountysr2s.org/rail-safety) on the Alameda County SR2S Program website. It is a one-stop shop for all information about the program element, offering opportunities to schedule educational presentations, learn more about rail safety and rail service in Alameda County, view or print resources, and/or obtain rail emergency information.

EDUCATIONAL MATERIALS

Printable rail safety materials were created in coordination with Operation Lifesaver (OLI)¹ to support the ACT Safely program element. These materials are posted on the rail safety website and printed copies were available at presentations and events. These materials can be found online at alamedacountysr2s.org/rail-safety/act-safely-resources and include:

1. **ACT Safely: The Facts.** This brochure provides an overview of safe behaviors around tracks and trains for people walking, biking, and driving. It also provides program and emergency contact information.
2. **ACT Safely: Guide for Parents.** This flyer focuses on how parents should set a safe example for children around tracks and trains (see Figure 2).
3. **Soccer Field Poster.** OLI had previously created a poster about how many football fields it takes for a train to stop. This poster built upon this theme by using soccer fields to better tailor the messaging for students and families in Alameda County.
4. **Do You ACT Safely?** This poster was targeted for middle school students and uses a railroad track and train image to show proper crossing behavior.
5. **What's Not Safe?** This activity sheet was adapted from Operation Lifesaver's materials and designed for elementary school students.

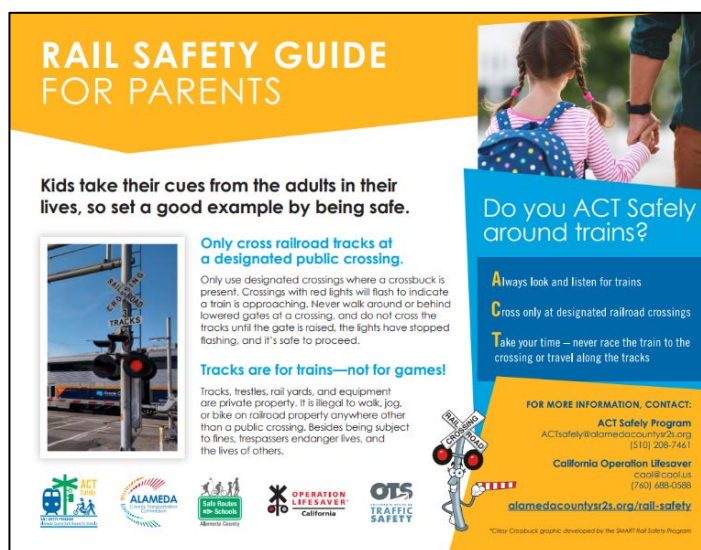


Figure 2. Rail safety flyer

¹ Operation Lifesaver is the only nationally-recognized rail safety education organization authorized to develop rail safety educational curriculum by federal transportation administrations (FHWA, FTA, FRA). More information on Operation Lifesaver can be found at oli.org.

RAIL SAFETY WEEK MEDIA EDUCATIONAL CAMPAIGN

The Alameda County SR2S Program participated in National Rail Safety Week from September 22-28, 2019. The program sent out a media press release announcing the event and publicized the ACT Safely program through social media educational campaigns on both Twitter and Facebook.

In addition, schools were provided with sample newsletter text and materials to promote the event through their school newsletters and communications channels.



Figure 3. Rail Safety Week social media post on Twitter



SECTION 3. PRESENTATIONS AND EVENTS

A large portion of grant funds focused on teaching pedestrian and bicycling safety near railroad tracks to students and community members through presentations in schools, at community events, and in parent-focused forums. These presentations were led and facilitated by the Alameda County SR2S site coordinators, who completed the certification process and became Operation Lifesaver Authorized Volunteers (OLAVs). This certification involved completing an Authorized Volunteer E-learning (AVE) online training module and an eight-hour classroom training delivered by staff from California Operation Lifesaver (CAOL).

The OTS grant had set objectives for the number and types of presentations to be conducted, events to be attended, and materials to be distributed. Table 1 shows a summary breakdown of these requirements as well as what was completed over the course of the grant. More detail on each objective is described in the following sections.

Table 1. Summary and completion of OTS grant objectives

Objectives	Target	Total Completed	Achieved Target Goal
Conduct safety presentations (students)	25	25	Yes
Conduct safety presentations (adults and seniors)	25	23	Almost
Participate in community events	9	10	Yes
Participate in Safe Routes to School coalition meetings	4	4	Yes
Participate in educational safety campaigns	3	3	Yes
Distribute pedestrian safety equipment	N/A	500	Yes
Distribute bicycle safety equipment	N/A	387	Yes
Distribute, properly fit and inspect bicycle helmets	250	250	Yes

As shown in Table 1, nearly all the target amounts were achieved or exceeded. The team did not fully achieve the target for adult safety presentations (two out of 25 were not completed) due to last-minute cancellations at the end of the grant cycle.

PRESENTATIONS AND EVENTS

The following provides a detailed overview of all the events SR2S site coordinators attended, facilitated, and led over the course of the grant. This section is organized by the grant objectives listed in Table 1.

Conduct Safety Presentations (Target Audience: Students)

Site coordinators scheduled and conducted the following in-school presentations. The format of these presentations varied from in-classroom presentations to assembly-style presentations. **These presentations reached over 2,800 students over the course of the one-year grant.**

Goal: 25 presentations

	School	Date
1	Tennyson High (Hayward)	January 8, 2019
2	Winton Middle (Hayward)	February 14, 2019
3	Strobridge Elementary (Hayward)	April 12, 2019
4	Hillview Crest Elementary (Hayward)	April 17, 2019
5	Burbank Elementary (Hayward)	April 24, 2019
6	Madison Elementary (San Leandro)	April 24, 2019
7	Jefferson Elementary (San Leandro)	May 10, 2019
8	Park Elementary (Hayward)	May 14, 2019
9	Tyrrell Elementary (Hayward)	May 15, 2019
10	Lorenzo Manor Elementary (Hayward)	May 21, 2019
11	James Monroe Elementary (San Leandro)	May 22, 2019
12	Colonial Acres Elementary (San Lorenzo)	May 22, 2019
13	Washington Manor Middle (San Leandro)	May 22, 2019
14	Washington Elementary (San Leandro)	May 23, 2019
15	Corvallis Elementary (San Leandro)	June 5, 2019
16	Bohannon Middle (San Lorenzo)	June 11, 2019
17	Cesar Chavez Middle (Hayward)	June 26, 2019
18	Lincoln High (San Leandro)	August 30, 2019
19	Anthony W. Ochoa Middle (Hayward)	September 11, 2019
20	Bowman Elementary (Hayward)	September 16, 2019
21	Key Academy Charter (Hayward)	September 20, 2019
22	Bay Elementary (San Lorenzo)	September 26, 2019
23	Faith Ringgold School of Arts and Science (Hayward)	September 24, 2019
24	Schafer Park Elementary (Hayward)	September 30, 2019
25	Lorin Eden Elementary (Hayward)	September 30, 2019

Conduct Safety Presentations (Target Audience: Adults and Seniors)

These presentations were targeted at and tailored for adult groups in school communities and included presentations to PTA groups, parent meetings with principals, among others. Site coordinators completed 23 of the 25 presentations. Per OTS grant requirements, four of the presentations had to target senior audiences specifically due to the high incidence of death among pedestrians 65 and over in Alameda County. We worked with our partners throughout Alameda County to identify senior groups and were able to exceed the presentation grant requirement to target seniors. **These presentations reached over 500 parents and community members over the course of the one-year grant.**

Goal: 25 presentations

Event		Date
1	Schafer Park Elementary (Hayward) — Cafe with the Principal	May 3, 2019
2	Skyline High (Oakland) — Staff and PTA board member presentation	May 13, 2019
3	Burbank Elementary (Hayward) — Cafe with the Principal	May 10, 2019
4	Bowman Elementary (Hayward) — Cafe with the Principal	May 21, 2019
5	Strobridge Elementary (Hayward) — ELAC	May 24, 2019
6	Peralta Elementary (Oakland) — PTA	June 1, 2019
7	Tyrrell Elementary (Hayward) — Mother's Group	June 4, 2019
8	Padres Unidos de Cherryland (Hayward)	June 5, 2019
9	Senior Injury Prevention Network* (San Leandro)	June 6, 2019
10	Cherryland Community Association (Hayward)	July 9, 2019
11	Anne B. Diamant Plaza (Alameda) — Senior Housing Complex*	July 15, 2019
12	Wittenberg Manor Senior Housing* (Hayward)	July 16, 2019
13	Coast Guard National Night Out (Alameda)	August 6, 2019
14	Children's Reading Festival (Hayward)	August 10, 2019
15	Transportation Safety Town Hall* (Berkeley)	August 20, 2019
16	Emeryville Senior Center* (Emeryville)	August 30, 2019
17	Piedmont Ave Elementary (Oakland) — Parents group	September 10, 2019
18	Park Elementary (Hayward) — PTO	September 11, 2019
19	Hillview Crest Elementary (Hayward) — Parents group	September 17, 2019
20	Searles Elementary (Union City) — Parents group	September 20, 2019
21	Washington Elementary (San Leandro) — Parents group	September 25, 2019
22	Eden Walk and Roll Fest (Ashland)	September 26, 2019
23	Encompass Elementary (Oakland) — Parents group	September 26, 2019

*Denotes presentation to seniors.

Community Events

Site coordinators participated in the community events listed below to help raise awareness about rail safety in Alameda County and educate attendees by engaging them in activities such as trivia, hands-on activities, brief rail safety presentations, as well as distributing educational materials and safety equipment. The grant required that four of the nine events also target senior audiences. We also exceeded this grant requirement. **Through these community events, we reached over 2,100 people over the course of the one-year grant.**

Goal: Nine events

Event	Date
1 Dayton Elementary Fall Carnival (San Lorenzo)	October 31, 2018
2 Cherryland Elementary Harvest Festival (Hayward)	November 1, 2018
3 Union City Family Center's 5th Annual Community Resource Fair (Union City)*	March 23, 2019
4 19th Annual California Senior Injury Prevention Educational Forum (Oakland)*	April 18, 2019
5 13th Annual Senior Health & Wellness Resource Fair (Castro Valley)*	May 2, 2019
6 Tennyson Community All-American Festival (Hayward)*	June 29, 2019
7 Pleasanton Earth Day (Pleasanton)	April 13, 2019
8 Alameda County Safe Kids Day (Albany)	May 4, 2019
9 Cherry Festival (San Leandro)	June 1, 2019
10 Healthy Living Festival (Oakland Zoo)*	September 19, 2019
11 Niles Canyon Stroll & Roll (Fremont)	September 22, 2019

*Denotes presentation to seniors.

Safe Routes Coalition Meetings

Site coordinators also worked to educate our SR2S Champions by delivering safety presentation at task force meetings. Site coordinators discussed rail safety efforts and events at the following task force meetings:

Goal: Four meetings

Event	Date
1 Oakland Task Force	April 16, 2019
2 New Haven/Newark Task Force	April 23, 2019
3 Youth Task Force	April 24, 2019
4 Central Alameda County Task Force	April 29, 2019

These presentations reached 52 SR2S Champions over the course of the one-year grant.

Educational Safety Campaigns

Over the course of the grant, we integrated rail safety information into the following educational campaigns through messaging (both via traditional media and social media), in-person conversations, and distribution of educational materials.

Goal: *Three educational campaigns*

	Educational Campaign	Date
1	Bike to School Day	May 9, 2019
2	National Rail Safety Week	September 22–28, 2019
3	International Walk and Roll to School Day	September 2019

Distribute Safety Equipment

The grant funded the purchase of pedestrian (LED zipper pulls) and bike (lights) safety equipment that was distributed at various events late in the grant period. Also, 250 bike helmets were purchased, fitted and distributed. Many of the helmet distributions, fittings and inspections were coordinated with Alameda County BikeMobile visits in order to encourage participation and leverage resources. **Safety equipment was distributed to over 1,100 students/community members.**

GRANT-FUNDED PURCHASES

The following materials were purchased over the course of the grant. These materials were distributed to schools, as well as to adults and students at community events and presentations.

- OLI rail safety banners
- Posters
- LED zipper pulls
- Bike Lights
- Bike Helmets



SECTION 4. SUCCESSES AND CHALLENGES

Our rail safety education program is the first of its kind in Alameda County and, therefore, a learning experience for the project team. The following summary of successes and challenges in grant implementation can inform future rail safety education work in Alameda County.

CHALLENGES

While, overall rail safety program implementation was successful, a few areas were challenging, including:

- **Presentation slides only in English.** While site coordinators had printed materials in Spanish and could deliver presentations in Spanish, the actual PowerPoint presentation slides were only in English, due to the fact that the slides are from Operation Lifesaver and cannot be edited. Some of the adult presentations were for predominantly Spanish-speaking community members and the lack of Spanish slides was inattentive to the needs of the communities served. In the future, a version in Spanish would be useful.
- **Shortened timeline.** The overall timeline of program implementation was the greatest challenge — the grant was delayed by three months due to contracting paperwork delays and staff were not able to start scheduling events until January, essentially resulting in only having 75 percent of the projected time to schedule 100 percent of the events. The challenge in scheduling and booking the events was exacerbated by the fact that three of the available months for scheduling were during schools' summer vacation.

SUCSESSES

The following are notable successes of the rail safety program:

- **Enthusiasm from older adults.** Initially, the project team was concerned about being able to schedule enough presentations for older adults, given that the majority of the team's expertise was with students and families. Over the course of the grant, the team found older adults to be especially receptive to hosting presentations and enthusiastic in recommending other venues to present at on rail safety.
- **Appreciation of safety equipment.** Safety equipment and bike helmets were available for free at some of the rail safety presentations and events. School administrators and parents were especially appreciative of these items to further their efforts to increase the safety of their students.
- **Connecting to stories.** Throughout the presentations and events, many students and adults came forward with personal stories about acquaintances and loved ones being involved in rail collisions. These stories helped personalize the presentations and demonstrated how important rail safety is to the community.
- **Multilingual materials.** Site coordinators had printed materials in both Spanish and English. Having resources in multiple languages helped reach and connect with a broader range of students and families.
- **Alameda County BikeMobile collaboration.** Scheduling the Alameda County BikeMobile visits in tandem with presentations and distribution of safety equipment were positive pairings that reinforced the messages of both services and encouraged participation.
- **Positive feedback.** The project team enjoyed seeing students genuinely respond and engage with rail safety education, often sharing that they learned something new and important.

Since rail safety presentations are now a permanent Alameda County SR2S Program offering, more schools have requested services and expressed interest. Furthermore, the successes of this grant demonstrate that there is demand for rail safety education in Alameda County schools and in the greater community.

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Memorandum

6.9

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 20, 2020

TO: Alameda County Transportation Commission

FROM: Kate Lefkowitz, Associate Transportation Planner

SUBJECT: Affordable Student Transit Pass Program (STPP) Three-Year Evaluation and Phase 1 implementation update, and authorize the Executive Director to Execute Amendment No. 2 Professional Services Agreement

Recommendation

Receive an update on the Affordable Student Transit Pass Program (STPP) Three-Year Evaluation and Phase 1 implementation, and approve and authorize the Executive Director to Execute Amendment No. 2 to Professional Services Agreement No A16-0027 with Nelson\Nygaard Consulting Associates, Inc. for an additional \$808,777 for program implementation and a two-year time extension.

Summary

In 2016, Alameda CTC initiated the first year of a three-year Student Transit Pass Pilot Program (STPP). The pilot ended at the end of July 2019. As a result of the effective implementation and evaluation of the STPP, in December 2018, the Alameda CTC approved the continuation and expansion of the program for five years beyond the pilot period, including Phase 1 of the STPP for the 2019/2020 school year, which tripled the pilot program size.

This memorandum includes a summary of the evaluation of the Three-Year Pilot, an update on Phase 1 (2019-2020 school year), and a recommendation for expansion of the STPP for the 2020-2021 school year, including a contract amendment to A16-0027 to support the delivery of the program to all eligible middle and high schools in Alameda County by 2022, which will include over 140 schools and approximately 58,000 students.

Background

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

The STPP pilot program goals included:

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

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

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

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

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

The STPP plans to incorporate all qualifying middle and high schools with transit service in Alameda County. At the end of the phased expansion, over 140 schools and approximately 58,000 students will have access to the program.

Three-Year Student Transit Pass Pilot Program Evaluation

The pilot phase of the Student Transit Pass Program (STPP) was intended to be an opportunity to test different ways of achieving five goals across Alameda County's diverse geographies in order to identify the most effective and efficient program models. The Commission adopted a robust evaluation framework to thoroughly measure and understand the effectiveness of the pilot. The evaluation framework included 18 quantitative and qualitative metrics to assess the pilot across three key themes: 1) Program Participation and Transit Ridership, 2) Benefits for Students and Families, and 3) Administration, Cost, and Implementation.

These themes are an organizing framework for the pilot's evaluation reports. Below are some of the key takeaways from the pilot as they relate to these three themes. Additional information on these findings can be found in the Final Pilot Evaluation Report's Executive Summary (Attachment A).

Related to Program Participation and Transit Ridership, we observed:

- The pilot's impact and popularity grew over time.
- Participation rates were highest in schools with the free and universal model, and these were also the schools with the highest level of financial need.
- Students and families with the highest need were more likely to take advantage of the pilot.
- Affordable transit access both sustained and created transit riders.
- The pilot helped stabilize and grow transit ridership.

Related to Students and Families, we observed:

- Schools and families loved the pilot.
- Financial support for transportation expenses alleviated stress for families.
- Affordable transit expanded opportunities for extracurricular activities and jobs.
- The transit pass provided access to additional programs and new learning opportunities.
- The transit passes supported school attendance.

Related to Administration, Cost, and Implementation, we observed:

- Transit agency partnerships were integral to the pilot's success.
- A pilot model allowed for collaborative teamwork and continuous improvement.
- Defining and measuring success made the pilot more effective.
- Launch of a pilot necessitated the creation of new processes, protocols, procedures, and templates.
- New methods and protocols were required to protect students' and families' information.
- Simpler pass designs reduced administrative burdens and costs.
- Replacing lost or stolen passes was one of the more challenging aspects of the pilot.
- BART's lack of an unlimited ride pass product posed challenges to integrating BART into the pilot.
- School staff expertise in the administration and management of the pilot took time to institutionalize.
- School district and school site champions drove success.
- Word of mouth and partnerships were key to pilot marketing.

At the launch of the pilot, five goals were identified to guide the overall success of the program. Now, after the three-year effort, there is a strong sentiment that the pilot successfully met its five goals. The STPP has been instrumental in encouraging students to use transit across the County, it has improved many families' financial health, and thanks to the pilot's iterative approach, it has set the groundwork for a long-term, countywide program.

Update on Student Transit Pass Program Phase 1: 2019-2020 School Year

Phase 1 of the STPP was successfully launched in August 2019. In most districts, as approved by the Commission in December 2018, the STPP follows a means-based model where low-income students are eligible for a free bus pass on a Youth Clipper Card. In districts which have very high FRPM (>75%), the STPP follows a free/universal model where all students are eligible for a free pass (Oakland USD, Emeryville USD, and Alameda Co. Office of Education). In addition, Livermore Valley Joint USD is also under a free/universal model because it is the lowest income district in the Tri-Valley.

The STPP Phase 1 provides free Youth Clipper cards to eligible middle and high school students which can be used for unlimited free bus rides on AC Transit, Union City Transit, or LAVTA Wheels, as well as a 50 percent discount on BART trips and youth discounts on other transit systems. The program transitioned to Youth Clipper cards during Phase 1 which was a major undertaking requiring close coordination with transit agency staff and Clipper. Once a student receives his/her STPP Youth Clipper card it is active for the next five years (as long as he/she is still a student in one of the participating STPP schools). Students that receive STPP Youth Clipper cards for the 2019/2020 school year will not need to reapply next year.

To successfully implement the STPP, school site administrators (school staff) have been identified at each school site to help promote the STPP to students, families, and staff via available channels within the designated school. To date, a school site administrator has been identified in all STPP participating schools. Alameda CTC staff, AC Transit, LAVTA and Union City Transit coordinate closely with school site administrators to ensure the program is implemented effectively and STPP protocols are met at each school. All three transit agency partners have been instrumental in the robust launch of the STPP Phase 1. Staff would like to recognize the hard work from transit agency partners and participating schools that went into the implementation of the program for the 2019/2020 school year.

Participation

In the 2019-2020 school year, the STPP expanded to 62 schools in 11 school districts. The expansion has tripled the number of participating schools, and significantly increased the number of schools added in one year (Pilot year 1 was 9, Year 2 was 15, Year 3 was 21 schools). During the three-year pilot, six schools were added per year. The first year of STPP Phase I expansion added 41 schools.

As of December 2019, participation has surpassed past years with nearly 13,000 participants, representing 41% of eligible students.¹

¹ Participation is defined as signing up to receive a pass

Table 1 shows a summary of Phase 1 participation as of December 2019.

Table 1 Phase 1 Participation (December 2019)

Planning Area	School District	Program Model	Number of Eligible Students	Number of Participants	Participation Rate
North	Alameda USD	Means-Based/ Free	52	30	58%
	Emery USD	Free/ Universal	743	100	13%
	Oakland USD	Free/ Universal	7,736	6,522	84%
Central	Alameda Office of Education	Free/ Universal	204	148	73%
	Hayward USD	Means-Based/ Free	5,686	1,915	34%
	San Leandro USD	Means-Based/ Free	2,982	1,258	42%
South	Fremont USD	Means-Based/ Free	574	119	21%
	New Haven USD	Means-Based/ Free	2,961	1,078	36%
	Newark USD	Means-Based/ Free	1,323	407	31%
East	Livermore Valley Joint USD	Free/ Universal	8,453	1,128	13%
	Pleasanton USD	Means-Based/ Free	793	90	11%
TOTAL:	11 Districts	62 Schools	31,507	12,795	41%

Expansion Plan for 2020-2021 School Year

The STPP implementation framework approved by the Commission in December 2018, includes a phased expansion to all school districts in the county within the first five years of the program, by the 2023-2024 school year. The overall principles that guide STPP expansion within school districts in Alameda County include the following:

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

Recommended Phasing

There are 19 school districts in Alameda County, sixteen of which qualify to participate in the program based on having at least one middle or high school with transit service within ¼ mile of campus.² At the end of the phased expansion, over 140 schools and approximately 58,000 students will have access to the program. Alameda CTC staff closely coordinated with participating STPP transit agencies, including LAVTA, and AC Transit to identify school districts and schools to be included in the 2020-2021 school year to mitigate capacity and administrative impacts. Staff will continue to work closely with transit agency partners to closely monitor participation rates, transit capacity issues, and costs as the program expands.

For STPP schools within AC Transit's service area, AC Transit staff will continue to monitor potential crowding or capacity impacts on routes near STPP schools. Alameda CTC will work with AC Transit staff on any potential changes to the final STPP expansion schools list to address any concerns regarding service availability and crowding impacts.

2020-2021 School Year

The 2020-2021 school year expansion is described below and shown in Table 2; this is based on the expansion criteria outlined above and balances geographic equity across planning areas. Staff recommends expanding up to 28 new schools in Alameda County for the 2020-2021 school year, which would bring the total number of schools in the STPP to 90. Staff met with AC Transit and LAVTA staff in early December 2019 to discuss the 2020-2021 expansion plan to ensure there would not be any capacity or crowding issues along routes near the proposed schools. Participating schools in each District will be confirmed in consultation with school district staff in late March 2020.

The proposed expansion includes adding new schools in the three school districts that are already participating in the program, and adding new school districts, as following:

² Albany USD, Sunol Glen USD, and Mountain House USD do not qualify due to no middle or high school with transit service within ¼ mile of campus.

Expand to additional schools in the following currently participating districts:

Alameda Unified School District (AUSD): The City of Alameda started a free bus pass program at Island High School during the 2017/18 school year. Island High is a small continuation high school with 52% of students qualifying for FRPM. This school has been incorporated into the program during Phase 1. Staff recommends expanding up to three new schools with the highest FRPM served by transit in the 2020-2021 school year.

Fremont Unified School District (FUSD): Staff recommends continuing the program at the current participating schools, and expanding up to three new schools with the highest FRPM served by transit in the 2020-2021 school year.

Oakland Unified School District (OUSD): In OUSD, 75% of students qualify for FRPM. OUSD is the largest district in Alameda County with 51 middle and high schools, most of which have transit service. Fifteen OUSD schools are already participating in Phase 1. Staff recommends continuing expansion to OUSD schools, but to phase the expansion over multiple years due to the large number of schools in the district. Staff recommends expanding up to three new schools in the 2020-2021 school year.

Expand to these four districts:

Berkeley Unified School District (BSD): 36% of students at Berkeley USD are eligible for FRPM. BSD schools are in close proximity to comprehensive, higher frequency AC Transit service. Staff recommends a gradual expansion of up to three schools with the highest FRPM in the district for the 2020-2021 school year.

Castro Valley Unified School District: 24% of students Castro Valley USD are eligible for FRPM. Staff recommends expanding to two schools in the district for the 2020-2021 school year.

Dublin Unified School District (DUSD): 10% of students at Dublin USD are eligible for FRPM and it is the second lowest income area of the Tri-Valley. Staff recommends expanding to the entire Dublin USD, LAVTA indicated they have capacity to accommodate additional students and has strong transit service at the DUSD schools.

San Lorenzo Unified School District: 62% of students in San Lorenzo USD are eligible for FRPM. Staff recommends expanding the program to all middle and high schools in this district.

The STPP has already been implemented in all schools in the following participating districts:

- Emery Unified School District (Emery USD)
- San Leandro Unified School District (SLUSD)
- Hayward Unified School District (HUSD)
- Newark Unified School District (NUSD)
- New Haven Unified School District (NHUSD)
- Pleasanton Unified School District (PUSD)
- Livermore Valley Joint Unified School District (LVJUSD)

Program Staffing

Alameda CTC recommends the continuation of a streamlined staffing structure for the 2020-2021 school year with additional consultant support to help launch the program in over 140 eligible middle and high schools in Alameda County by fall 2022.

Based on lessons learned in Phase 1 significant staff time was required to manage the Youth Clipper card transition, develop and implement new protocols and processes, onboard new and existing school districts and ensure continuous and comprehensive coordination with schools. The need was especially apparent at under resourced schools throughout the county for extensive coordination and communication. In addition, the beginning of each school year will always require extra effort for contracting, marketing/education, distribution, verification and collection of registration forms, data entry, card creation and distribution, and troubleshooting.

Continued consultant support is needed to maintain and build relationships with school districts and schools, coordination with school site staff on application submissions, application questions and troubleshooting, staffing school orientations, and ensuring the program is accessible to all eligible students. With the continuation of consultant support, the STPP team will work to launch the program at all eligible middle and high schools by 2022 and effectively transition the program to transit agency partners.

Key roles and responsibilities are outlined below.

Staffing Plan

The recommended staffing plan to launch the program in over 140 schools is as follows (staffing costs are included in the cost section):

Alameda CTC: Responsible for program oversight, management of expansion plan and phasing, program evaluation, funding, assistance with school district coordination and communication.

Consultant Support: Nelson\Nygaard Consulting Associates will continue support through fall 2022 to facilitate activities necessary to launch the program in over 140 schools and assist with school and transit agency coordination, outreach, marketing, development of protocols and processes, communication and program evaluation. They will also play a key role in training transit agency staff to ensure a smooth transition to the transit agencies by fall 2022.

Transit agencies: Responsible for contracting with school districts; collecting and processing registration forms; creating and distributing cards; managing card replacements; ongoing card and database management; serving as liaison with Clipper/Cubic, providing Clipper and transit agency data for program evaluation to Alameda CTC. Transit agencies will also be preparing over this time period to transition to full program management by fall 2022.

School Districts: School districts to enter into agreement with transit agencies to allow designated district and/or school staff to be authorized to collect Youth Clipper card applications and verify date of birth for students who chose to enroll. Agreements include

privacy protection standards for the collection, handling, storage, and transmittal of student data.

Schools: Promote program, distribute and collect Youth Clipper card registration forms from students, verify date of birth per district agreement, verify school enrollment twice per year, and transmit applications to AC Transit.

Expansion Cost and Funding

Alameda CTC recommends a two-year contract extension for Nelson\Nygaard for \$808,777. This extension will include three program launches including 2020-2021, 2021-2022 and the fall of 2022.

The cost estimates for the two-year contract extension are based on a cost analysis of Phase 1, and an analysis of consultant and staff work completed to launch the program in the 2019-2020 school year.

Levine Act Statement: Nelson\Nygaard Consulting Associates, Inc. and its subconsultants did not report any conflicts in accordance with the Levine Act.

Fiscal Impact: The action will authorize the encumbrance of \$808,777 of previously allocated Measure BB funds to the Student Transit Pass program. This amount will be budgeted accordingly into the Alameda CTC's annual budgets for Fiscal Years 2020-21 and 2021-22.

Attachment:

- A. Student Transit Pass Program Three-Year Evaluation Executive Summary

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Executive Summary

Introduction

Alameda CTC Affordable Student Transit Pass Pilot Program

The cost of transportation to school is often cited as a barrier to school attendance and participation in after-school activities by middle and high school students. In recognition of this issue, the 2014 Measure BB Alameda County Transportation Expenditure Plan (TEP) included \$15 million dedicated to implementation of an Affordable Student Transit Pass Pilot (STPP) for students. Working closely with community stakeholders, the Alameda County Transportation Commission (Alameda CTC) designed a three-year pilot program, which launched in the 2016-17 school year. The pilot program tested and evaluated different program models across different geographies with the aim of identifying successful models for future program implementation.

Affordable Youth Transit Pass Program (\$15 million)

"This program is for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below."

— 2014 Alameda County Measure BB Transportation Expenditure Plan

What were the STPP program goals?

The Alameda CTC Commission adopted the following goals for the STPP:



Reduce barriers to transportation access to and from schools



Improve transportation options for Alameda County's middle and high school students



Build support for transit in Alameda County



Develop effective three-year pilot programs



Create a basis for a countywide student transit pass program (funding permitting)

How did the STPP evolve during the pilot?

In 2015, working with the school districts, and a diverse array of community groups and regional stakeholders, Alameda CTC began to design and develop a three-year pilot to test and evaluate various program models. In October 2015, the Commission approved hiring a consultant team to assist with implementation. In March 2016, the Commission accepted a framework to select pilot program schools and program models. In May 2016, the Commission approved the design for Year One of the pilot, including the program models to be tested and the schools and school districts that would participate.

Additionally, in May 2016, the Commission approved a shortlist of 36 schools as the candidate pool for potential expansion in the second and third years of the pilot. Figure 1 provides a summary of key milestones during the three-year pilot.

Figure 1 Timeline for STPP Development, Implementation, and Evaluation¹



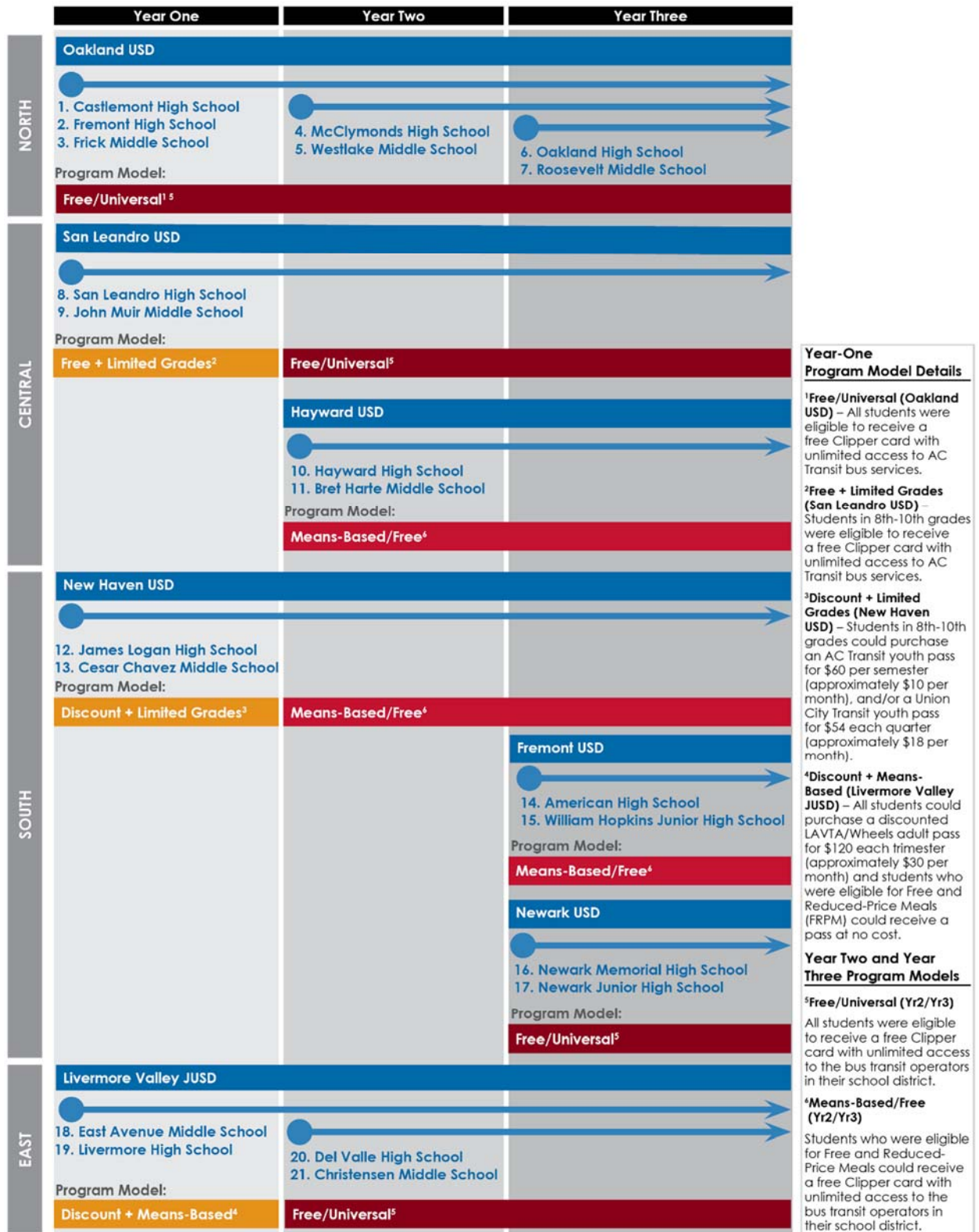
Over three years, the STPP grew from 9 schools in 4 school districts in Year One to include 21 schools across 7 school districts by Year Three. Each year, the pilot built upon the successes and lessons learned from the previous year. For instance, four program models were tested in Year One, which varied in whether they offered free or discounted passes, whether passes were universally available or restricted to low-income students, and whether passes were available to all or limited grades. Starting in Year Two, the number of models was reduced from four to two based on lessons learned from the first year:

¹ This schedule only covers the pilot program; in Spring 2019 the program began transitioning out of the pilot phase. Year One of the permanent program began in the 2019-2020 school year.

- Free/Universal
- Means-Based/Free

Under a Free/Universal program model, all students in the district were eligible to receive a free Clipper card with unlimited access to the bus transit operators in their district; this program model was used in schools with high levels of financial need where 75 percent or more of the student body qualified for free and reduced-price meals. Whereas, a Means-Based/Free model was introduced at schools that did not meet the 75 percent threshold; only those students eligible for free and reduced meals could apply for a free transit pass. Figure 2 provides a summary of the participating schools by year and program type.

Figure 2 Participating Schools and Unified School Districts (USD) by Year



Summary of Key Findings

The STPP is seen as a success because it met the goals laid out by the Commission and resulted in improved access to affordable transit for students across Alameda County. The program's success would not have been possible without the significant commitment of and partnership with a broad group of stakeholders, which built and sustained long-term support for the program.

In 2010, Alameda CTC began the formal development process for the County's long-range transportation plan and development of a 30-year 2014 Transportation Expenditure Plan (TEP) with the Community Advisory Working Group (CAWG) and the Technical Advisory Working Group (TAWG). CAWG members represented a broad array of perspectives and stakeholders throughout Alameda County. The TAWG was comprised of staff from Alameda County, cities, transit agencies, and regional agencies. Together, these groups lobbied for the inclusion of the transit pass program in Measure BB, which secured funding for the pilot.

















Following funding approval, Alameda CTC staff held monthly stakeholder meetings to help plan and design the pilot. Staff also collected input about student demand for the STPP directly from schools through surveys and focus groups during the spring of 2012. This feedback contributed to key pilot program design decisions.















From the beginning, the pilot was intended to be an opportunity for learning about the different elements of a possible program, including testing different models across Alameda County's diverse geographies. Accordingly, when the Commission approved the STPP in early 2016, they also adopted a robust evaluation framework to thoroughly understand and measure the effectiveness of the program.













The evaluation framework included 18 quantitative and qualitative metrics to assess the pilot across three key themes: 1) Program Participation and Transit Ridership, 2) Benefits for Students and Families, and 3) Administration, Cost, and Implementation. These themes serve as the organizing framework for this report.

After the pilot, the project team identified takeaways that went beyond the 18 metrics defined at the onset of the pilot. Key takeaways included findings related to the defined evaluation metrics, such as program participation and transit use, but they also spoke to elements outside of the metrics, including the underlying drivers of program growth and key success factors of the design and administration of the program. Figure 3 shows how each of the key findings supports one or more of the program goals; this is followed by a more detailed description of each takeaway.

Figure 3 Did the Pilot's Key Takeaways meet Program Goals?

Key Takeaways	Program Goals				
	 Reduce barriers to transportation access to and from schools	 Improve transportation options for Alameda County's middle and high school students	 Build support for transit in Alameda County	 Develop effective three-year pilot programs	 Create a basis for a countywide STPP (funding permitting)
1. Program Growth Impact and popularity of program grows over time					
2. Program Participation Participation rates were highest in schools with free and universal programs, and these were also the schools with the highest level of financial need					
3. Participation of Low-Income Families Students and families with the highest need are more likely to take advantage of the program					
4. Transit Adoption Affordable transit access both sustains and creates transit riders					
5. Transit Agency Ridership Levels The program helps stabilize and helps grow transit ridership					
6. Program Appreciation Schools and families have reported the importance and benefits of the program					
7. Financial Benefits to Families Financial support for transportation expenses alleviated stress for families					

Key Takeaways	Program Goals				
	 <i>Reduce barriers to transportation access to and from schools</i>	 <i>Improve transportation options for Alameda County's middle and high school students</i>	 <i>Build support for transit in Alameda County</i>	 <i>Develop effective three-year pilot programs</i>	 <i>Create a basis for a countywide STPP (funding permitting)</i>
8. Extracurricular Access Affordable transit expands opportunities for jobs and extra-curricular activities					
9. Enrichment Access The transit pass provided access to additional programs and new learning opportunities					
10. School Attendance The transit pass is cited as an element supporting improved school attendance					
11. Iterative Program Development A pilot model allowed for collaborative teamwork and continuous improvement					
12. Interim Program Evaluation Defining and measuring success made the pilot more effective					
13. Pre-Program Planning There are many details and factors to consider when launching a program and starting early working with transit operators and school districts is critical					
14. Pass Design Development Simple pass design reduced administrative burdens and costs					
15. Card Replacement Protocols Replacing passes is one of the more challenging aspects of the program					

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16. BART Integration A distance-based fare structure and lack of a monthly unlimited Clipper product made it challenging to incorporate BART into the program					
17. Transit Agency Coordination Transit agency partnerships were integral to program success					
18. Program Management Programs take time to institutionalize and require close coordination with school administrators					
19. Championing the Program Transit agency partnerships were integral to program success					
20. Program Marketing Word of mouth and partnerships are key to program marketing					
21. Privacy Protocols Protocols were required to protect students' and families' information					

Program Participation and Transit Ridership: Benefits scale effectively and efficiently

1. Program Growth

From Year One to Year Two, overall participation in the STPP more than doubled to over 6,600 students, representing nearly half of all eligible students. From Year Two to Year Three, the program doubled again, with more than 11,100 participants and a participation rate of 58 percent. In both Year Two and Year Three, the percentage growth in participants exceeded the percentage growth in the number of eligible students. Most of the schools that were involved in the STPP for two to three years experienced a growth in participation rates, indicating that as program awareness grew, there was more enrollment and support from students, families, and schools.

Takeaway: Impact and popularity of program grows over time.



2. Program Participation

Participation rates were higher at schools where students in all grades had access to the program. Participation rates were also higher in free pass models compared to the discounted models that were trialed in Year One. More rules and constraints on who was eligible to participate disproportionately impacted participation. Schools that had simpler program models throughout the duration of the pilot experienced high participation rates. Moreover, schools that changed from a complex to a simple model during the pilot experienced a dramatic increase in participation rates after the simplification. For example, in Livermore, participation increased at both of the continuing schools from 3 percent to 26 percent in Year Two after the program was simplified.

While the program has experienced heightened participation overall, three of the Year One schools in Oakland USD (Castlemont HS, Fremont HS, and Frick MS) experienced a decline in participation over the course of the three-year pilot. This could be due to several external factors including, but not limited to, changes in schools' marketing efforts, the availability of nearby transit service, and natural variation of a changing student body. And while the STPP has been beneficial to many students, it is possible that some students tried transit early on but found that it did not meet their needs.

Takeaway: Participation rates were highest in schools with free and universal programs, and these were also the schools with the highest level of financial need.



3. Participation of Low-Income Families

Income levels were correlated with participation rates and transit ridership. Schools with higher shares of low-income students had higher participation rates. At the Free/Universal programs where all students in the school were eligible to participate, schools with higher shares of low-income students had more transit boardings per participant than schools with lower shares of low-income students.

"Before I had the Clipper card – I used to pay cash – now I have money for emergencies."

—Focus group participant from New Haven USD

"In the Tri-Valley, you don't have to be identified as low socio-economic to be struggling to survive in our community. Just living in the Tri-Valley is expensive, so sometimes that extra \$10-20 a week can put a meal on the table for a family. So, it's a big impact on a lot of families."

—School district contact from
Livermore Valley JUSD

Takeaway: Students and families with the highest need are more likely to take advantage of the program



4. Transit Adoption

Participating students self-reported that they used transit more often after they received the transit pass. Participants also relied on transit for travel to and from school at higher rates than their peers who did not participate in the program.

"I never took the bus before, once I got the transit pass I do take it. My family encouraged me to take the pass. It has given me a little more independence."

—Focus group participant from San Leandro USD

"I used to take the bus in 8th grade. Now that I have a free Clipper card, I use it three to four times a week. I use it a lot more than before."

—Focus group participant from San Leandro USD

"I think most all of our students have a card—the ones that don't, their friends tell them to get it."

—School site administrator from Oakland USD

"I never used the bus before the pass – now I use it a couple times a month. My parents normally drop me off."

—Focus group participant from San Leandro USD

"We're teaching our students to use transit which is good for everyone in the long run."

—School district contact from Livermore Valley JUSD

Takeaway: Affordable transit access both sustains and creates transit riders



5. Transit Agency Ridership Levels

Transit agencies also assessed ongoing changes to ridership levels that may have resulted from the STPP. Increased ridership generated by the STPP supported growth and stabilization of transit ridership levels in several areas. To date, no major capacity/over-crowding issues have arisen, but it is a concern of operators and will continue to be tracked as part of this program.

Takeaway: The program helps stabilize and helps grow transit ridership



Students and Families: Benefits extend beyond mobility

6. Program Appreciation

Students, families, school administrators, and teachers have all expressed great appreciation for the benefits of this program. Whether helping students access more opportunities, helping families with the costs of transportation and family logistics, or helping teachers provide special programming for students—the STPP assisted many people and built support for transit and for program expansion.

Transit passes also enabled easier household logistics and coordination, reducing the need for working parents to organize school pickup and drop-off.

“Please keep this program running!! I know so many people that it helps, and it allows everyone to access more within the Bay Area.”

—Participant from San Leandro USD

“I had a parent cry when we told her the program was going to be expanded next year. She said, ‘I don’t have to worry about transportation anymore. I know the kids are going to get home safely.’”

—School site administrator from
San Leandro USD

“THANK YOU SO MUCH FOR THE BUS PASS!”

—Participant from Oakland USD

Takeaway: Schools and families have reported the importance and benefits of the program



7. Financial Benefits to Families

Affordable transit options provided invaluable support for families. In annual student surveys, more than half of participants reported that the financial benefit of the transit pass was helpful or critical for their families. The housing crisis in Alameda County constrains many families' financial resources, and a free transit pass helped families reallocate income toward housing, meals, or other critical household expenses.

"I will go to school every day now even at the end of the month. When money runs out at end of month, there is no bus fare and there is no food. I can go to school now and always get something to eat so I'm not hungry. There is no reason to stay at home and not go to school."

—Participant from Castlemont High School
(Oakland USD)

"The program has helped my family save money. My mom is happy about the program –the money we used to spend on transportation can now be used on food."

—Focus group participant from San Leandro USD

"I think it is awesome I take the bus every day to school. [It's] so helpful because both my parents work."

—Participant from Newark USD

Takeaway: Financial support for transportation expenses alleviated stress for families



8. Extracurricular Access

The availability of an unlimited transit pass encouraged students to use transit more often, enabling them to access jobs and extra-curricular activities, and providing a new sense of freedom. A pass with unlimited rides and no time restrictions allows students to use the pass for more than school transportation and enables them to become more comfortable with using transit in general. Building on this experience, students were more likely to use transit to access jobs and internships, which can be challenging for parents to support due to job hours—allowing students to earn income and build work experience.

"A lot of our juniors and seniors who have the card have been able to use it for work. They can leave school and not have to worry about getting a ride. They know exactly what time they have to leave, and they know they are going to get to work on time, and they have a way to get home, so it's allowed them to work and get that experience."

—School site administrator from Oakland USD

"I take the bus home every day in summer to and from tennis practice. Before the transit pass, I didn't take the bus."

—Participant from San Leandro USD

"[Students] like the fact that it's not just to-and-from school; they can use it on the weekends, or to/from the babysitter's house. They can get places in a timely manner."

—School site administrator from Oakland USD

Takeaway: Affordable transit expands opportunities for jobs and extra-curricular activities



9. Enrichment Access

Though not an intended or anticipated use of the Student Transit Pass at the beginning of the pilot, the STPP provided access to transportation services for off-campus programming for school districts that did not have the resources to buy transit passes or charter buses. Using the bus passes or BART tickets, the STPP allowed participating schools to enrich their classroom experiences with field trips.

"It's not just the money. We have a lot of times where I'm trying to help a teacher plan a field trip, and I call the Transportation Office, and they are already booked for the rest of the school year. And it's an issue for sports, too. Let's say our team gets into finals, but they don't have any buses left. The passes allow them to take transit..."

—School staff from Hayward USD

Takeaway: The transit pass provided access to additional programs and new learning opportunities



10. School Attendance

Although the program's impact on attendance is hard to quantitatively measure given the myriad of influences on student attendance, it appears that the STPP helped some students miss fewer days of school and improved tardiness issues. In each of the three years of the pilot, at least ten percent of participants reported in student surveys that they missed fewer school days since receiving their bus transit pass.

Anecdotally, school staff, families, and students indicated that students with a transit pass were more likely to arrive on-time to school in the morning. In

"Anecdotally yes, the attendance is improving. Especially for the kids with first period tardies."

—School site administrator from Hayward USD

"Hard to connect attendance to one aspect or program... I do believe it has a positive supportive impact on attendance even if you can't prove it with data."

—School district contact from Livermore Valley JUSD

"This serves as a nice resource when we are sitting in on [Student Attendance Review Board] meetings, where we bring in students with truancy issues. There have been a couple of cases where the family has children going to different schools, and they tell us they can't get everyone to school at the right times. We've been able to bring up the bus pass as a resource for those families. A lot of families say they didn't know about it or were new to a school and we were able to offer it to them. It is really helpful. The parents see the school is trying to help their children."

—School district contact from San Leandro USD

"Sometimes you can see a direct correlation with attendance for specific students. They come in for a replacement, and you stop seeing them [at school] until it gets replaced."

—School site administrator from Oakland USD

"Having these passes lessened the burden of asking for rides and missing school, I know it could keep on helping me."

—Participant from Fremont USD

addition, school staff indicated that the pass was particularly helpful with students who have attendance challenges, perhaps due to a difficult home life or a history of changing schools frequently.

“The stories that are the most touching are the ones where the student has had some trauma... where they are trying to escape their home life because their parents aren’t able to provide reliable options for them. Those kids take the initiative, and they are making it on their own because of the bus pass. They come and they try hard, and you see their grades improve so much when their attendance improves. They don’t take it for granted.”

—Parent and family coordinator from San Leandro USD

Takeaway: The transit pass is cited as an element supporting improved school attendance.



Administration, Cost, and Implementation: Simpler programs reduce costs and enhance external and internal partnerships

11. Iterative Program Development

A pilot approach allowed the project team to be nimble and make changes based on lessons learned and create an iterative process towards improvement. To refine the program, the team made early tradeoffs in program design and roll-out to launch the pilot quickly.

Rather than spending resources to create a new transit pass product, the project team used adult Clipper cards for the pilot phase. The use of existing fare products allowed the team to evaluate which types of passes worked well before engaging in costly software development.

Similarly, the production of Clipper cards and replacement process was modified after the first year to create a more efficient and predictable process for transit agency staff and school site administrators. Overall, the flexibility of a pilot—combined with the cooperation of the transit agency and school district partners—was critical to identifying best practices for a long-term transit pass program.

Takeaway: A pilot model allowed for collaborative teamwork and continuous improvement.



12. Interim Program Evaluation

At the end of each year of the pilot, Alameda CTC conducted an interim evaluation using a set of consistent metrics based on data from multiple partners

and sources. The evaluations demonstrated the success of the STPP over time and helped the pilot adapt its approach in each successive year.

Takeaway: Defining and measuring success made the pilot more effective.



13. Pre-Program Planning

Significant one-time staffing effort was required prior to Year One to get a brand-new program up and running. Alameda CTC staff and consultants created processes, protocols, procedures, and templates for all aspects of the program, including student registration forms, pass creation, pass distribution processes, deactivation and replacement procedures, school district and transit agency legal agreements, confidentiality agreements, data storage, management and transfer protocols for valuable fare media and sensitive student data, evaluation data collection prior to program launch, management and analysis approaches, as well as marketing materials and travel training curricula.

This startup effort was so significant that in Year Two, despite expanding to more schools and more than doubling the number of participants, the level of administrative effort declined.

Takeaway: There are many details and factors to consider when launching a program and starting early working with transit operators and school districts is critical.



14. Pass Design Development

Simple pass design reduced the burden on school and transit staff, and decreased implementation overhead costs – such as staff and consultant time. During the pilot program, Alameda CTC tested pass designs of varying complexity. To expedite pilot launch, the pilot used existing pass types that were not specifically designed for a program of this nature, and therefore, introduced some additional complexities to the program. The pilot revealed that a simple pass design should include the following:

- One pass for the full school year
- One fare product and one pass for all transit systems in the program area (e.g. an integrated Clipper card was superior to two different bus flash passes and/or a bus pass and a BART ticket)
- Eligibility open to all grades at participating schools (families often have students in multiple grades and participation in the program is suppressed if one child qualifies while another does not)

- Eligibility determination based on self-reported income by parents/guardians (for means-based passes) and approved by schools
- Financial arrangements at the institutional level, rather than at the individual level (i.e. funds should not be collected from students/families, but all payment should be negotiated between organizations/agencies)
- A clear pass production and distribution schedule to set expectations for school staff and families and balance between administrative burden and student convenience and timely distribution of passes

Takeaway: Simple pass design reduced administrative burdens and costs.



15. Card Replacement Protocols

In the pilot, students lost their cards periodically, as would be expected. Different replacement procedures were used for different transit agencies, but all of them had some challenges. Some of the issues encountered were due to having to utilize existing Clipper card replacement systems. From students' perspectives, obtaining a replacement pass was challenging, both due to the cost (\$5 replacement fee), challenging customer service logistics, and the stress of finding alternative transportation arrangements until a replacement pass arrived. The \$5 replacement fee was a burden for some students, but it also posed an incentive for students to truly understand the value of the cards and keep careful track of them.

The application form is so simple, that it's kind of a shock to them when they go to replace the card, and the process is so much more complicated."

*—School site administrator in
Oakland USD*

Takeaway: Replacing passes is one of the more challenging aspects of the program.



16. BART Integration

Starting in Year Two, BART was introduced to the program. Participating high school students within the BART service area could receive a free \$50 BART ticket. Unlike bus agencies which offer unlimited ride pass products, BART does not have a product that could be loaded onto a Clipper card. As a result, the STPP used paper tickets, which have multiple challenges: the tickets cannot be canceled remotely and therefore cannot be replaced if lost; the tickets are already loaded with monetary value, so additional security protocols are required for tracking and storage; and the students had to keep track of both a Clipper card for bus travel and a paper ticket for BART.

The addition of BART tickets to the program revealed demand for BART among some participants, but actual usage of the BART tickets was concentrated amongst few students. In Year Two, only about 40 percent of eligible students opted to request a BART card, and in Year Three, the BART participation rate declined to about 25 percent of all eligible students at the same time as the participation rate for bus passes climbed to nearly 60 percent. In addition, only about 4,600 of the 6,100 BART tickets that were requested (75 percent) have been used for travel. While less than half of the fare value that was on the distributed cards was utilized by the end of the pilot, the tickets do not expire and students are able to use their tickets, and any remaining value, post pilot.

For the few students who relied on BART for their school or extra-curricular travel, the limited value on the card, \$50, did not significantly change travel behavior or reduce a student's transit costs.

Takeaway: A distance-based fare structure and lack of a monthly unlimited Clipper product made it challenging to incorporate BART into the program.



17. Transit Agency Coordination

Close coordination with transit operators prior to and throughout the pilot was critical to a successful program. Alameda CTC could not have launched and managed this program without close partnership with the transit agencies that run the service that students utilize.

Takeaway: Transit agency partnerships were integral to program success.



18. Program Management

School staff expertise in the administration and management of the program grew gradually over time. Up-front meetings with school district representatives and principals, onboarding meetings with site administrators, and active communication between program administrators and schools were all critical in deepening organizational capacity for and fluency with the program.

"I think because it's my first year, it was hard, it was difficult. I had all these different questions and concerns, but once I got them answered, I got the support I needed. It's a great program. Seeing a kid come in with a smile on their face when they get their card is really good. And they don't have to bother their parents for pocket money. It made me feel like, 'I gotta do this.' The kids come in and say, 'Thank you, because I have to leave here to go to work to support my family. Now, I don't have to leave school early and miss class just to make it to my job on time.'"

—School site administrator from
Oakland USD

Takeaway: Programs take time to institutionalize and require close coordination with school administrators.



19. Championing the Program

The program was effective at schools with a consistent, dedicated staff person, as well as an engaged Principal or district-level advocate who provided resources and coordination. The pass required continuous administrative support. Consistency in staff across the pilot years built institutional knowledge and reduced the need to train new staff each year.

Moreover, a dedicated staff person meant there was a trusted person the students already knew and were comfortable with in their day-to-day routine who was consistently available to answer their questions about the program. Students and their families did not have to learn to navigate a separate public agency process in order to obtain the transit pass, which reduced access barriers to the program, particularly for newcomer families who are still learning about how to access needed public services.

Takeaway: School district and school site champions drive success.



20. Program Marketing

As the STPP evolved, the most effective marketing came from site administrators, teachers, and school districts who saw the benefits of the program and understood the value it provided for their students. In-person marketing during school registration/orientation also increased the visibility of the program with parents and facilitated a streamlined registration process.

Over the three years of the pilot, an increasing share of participants reported in student surveys that they sought out information about the program from school-based staff. Schools are already a familiar resource in the community and leveraging the established communication channels between schools and local families is the most efficient way to disseminate information about the program. Student surveys also showed that over time, more and more students have asked their friends and peers about the program, suggesting that awareness and knowledge of the program is disseminated among the student body.

During the pilot, Alameda CTC launched a travel training program to help middle school students become more comfortable riding transit. Materials from the travel trainings are now integrated with Alameda CTC's existing Safe Routes to Schools program to teach students how to ride the bus and spread the word about the STPP in a scalable way. Partnering with a local non-profit that focuses on youth mobility programs made the travel training more effective.

Takeaway: Word of mouth and partnerships are key to program marketing.



21. Privacy Protocols

The information collected from students during registration is sensitive and legally protected Personally Identifiable Information (PII). To protect students' and families' private information, the STPP set up an administrative process that allowed site administrators to see student information only for students enrolled in their school district through secure, password protected online systems. Other protocols to protect students' data—such as the use of an File Transfer Protocol (FTP) site for sharing sensitive information, rather than transmitting it via email, storing all paper applications in secure, locked locations, and having all staff sign a confidentiality form—were developed for the pilot and adhered to by all staff.

Takeaway: Protocols were required to protect students' and families' information.



Success in Meeting Pilot Program Goals

At the launch of the pilot, five goals were identified to guide the overall success of the program. Now, after the three-year effort, the program can be reviewed comprehensively to consider whether the STPP promoted transit in the county and benefitted students and families as initially intended.

Goal #1: Reduce barriers to transportation access to and from schools

From Year One to Year Three, the program expanded from 9 to 21 schools and participation rose to more than 11,100 participants. Most of the schools involved in the program for multiple years experienced steady growth in participation rates, indicating that as program awareness grew, there was more buy-in from students, families, and schools.

In each of the three years of the pilot, at least 10 percent of participants reported in student surveys that they missed fewer school days since receiving their bus transit pass. Moreover, school staff indicated that the pass was particularly helpful with students who had attendance challenges.

A steady increase in participation, as well as anecdotes provided by school staff, suggest that the program reduced students' transportation barriers and improved overall access to and from school.

Goal #2: Improve transportation options for Alameda County's middle and high school students

Feedback provided by students and school staff illuminated the ways in which the pilot improved transportation for the County's middle and high school students. The pass encouraged students to use transit more often, enabling them to access jobs and extra-curricular activities. The pass provided students with a new sense of freedom, which eased household logistics and coordination, reducing the need for working parents to organize school pickup and drop-off. As an unforeseen benefit, the STPP allowed participating schools to enrich their classroom experiences with field trips and afterschool programming that was cost-prohibitive prior to the STPP.

Goal #3: Build support for transit in Alameda County

A free transit pass has helped families reallocate income toward housing, meals, or other critical household expenses. Increased ridership generated by the STPP supported growth and stabilization of transit ridership levels in several areas across the county. Analysis conducted by AC Transit during Year Two showed that ridership increases did not cause any new problems with crowding or vehicle capacity.

The program built support for transit in Alameda County by alleviating the financial burden that transportation has on many families and encouraging young people to become transit riders.

Goal #4: Develop effective three-year pilot program

The structure of the three-year pilot allowed the project team to make iterative changes to improve and refine the program design in each year of the pilot. Alameda CTC staff and consultants created protocols and procedures for all aspects of the program. The effort was effective: despite expanding to more schools and more participants every year, the share of annual costs devoted to administrative effort declined.

The pilot approach, paired with a consistent project team, made for a smooth transition to the expanded, longer-term program.

Goal #5: Create a basis for a countywide student transit pass program (funding permitting)

The level of interest and support that arose from the pilot and the pilot's success in meeting the program goals created a basis for a countywide student transit pass program. The success of a long-term program is dependent on the continued coordination with school districts and transit operators and funding. Up-front meetings with school district representatives and principals, onboarding meetings with site administrators, and active communication between program administrators, transit agencies and schools were, and will continue to be, important for the long-term program success.

Takeaway: There is a strong sentiment that the pilot successfully met the program's five goals. The STPP has been instrumental in encouraging students to use transit across the county, it has improved many families' financial health, and thanks to the pilot's iterative approach, it has set the groundwork for a long-term, countywide program.

Future of Program

As a result of the effective implementation and evaluation of the STPP to date, in December 2018 the Commission approved continuation and phased expansion of the program beyond the pilot period, which ended July 31, 2019. The STPP will be expanded according to the following principles:

- Continue the program in all currently participating schools
- Maintain financial need as a key criterion for expansion
- Focus on students at schools with transit service

- Follow school district-based expansion
- Phase expansion gradually over time

The STPP plans to incorporate all public middle and high schools with transit service in Alameda County within the next five years. At the end of the phased expansion, over 144 schools and approximately 85,000 students will have access to the program. Figure 4 provides a summary of the criteria that are being used to determine schools for expansion.

Figure 4 Summary of Criteria for Expansion

Criteria	Definition
Income/Need	The percent of students who qualify for Free and Reduced-Priced Meals (FRPM)
Program Model	Free/Universal model in districts with $\geq 75\%$ FRPM Means-Based/Free model in all other districts
Transit Service	Schools must be within $\frac{1}{4}$ mile of a bus route
Existing Transit Service Capacity	Discussions with transit agencies affected by expansion plan to ensure that STPP does not overburden already at/over-capacity routes
Ease of Inclusion	Continue program at all currently participating schools and expand to full district in participating districts that have very few additional qualifying middle or high schools
Geographic Representation	Districts in every planning area will be included each year

Based on lessons learned from the pilot program, the Commission adopted a largely Means-Based/Free program except for school districts in which a very high percentage of students are eligible for the Free and Reduced-Price Meals program (FRPM), which is determined based on household income.

For initial phases, districts where 75 percent or more of student body are eligible for FRPM will qualify for a Free/Universal program, while all other districts will qualify for a Means-Based/Free program. Exceptions can be made where significant transit service capacity exists, and budgetary impacts can be mitigated in consultation with the transit agency.

Going forward, the STPP is going to transition all students from an adult Clipper card to a youth Clipper card. A youth Clipper card not only has the free bus pass loaded onto it, but it also allows students to access youth discounted fares at

other transit agencies, including a 50 percent discount on all BART fares if they add e-cash to the card.

Alameda CTC will continue to conduct evaluation of the program through the expansion period, using a streamlined and focused set of evaluation criteria (participation rate, frequency of pass usage, transit ridership and capacity, and program costs) based on lessons learned during the pilot period. Evaluation will continue to occur annually for the first three years of the program and will include recommendations for program improvements as appropriate.

The Commission-approved goals for the expanded program are:

- Reduce barriers to transportation access to and from schools
- Improve transportation options for Alameda County's middle and high school students
- Build support for transit in Alameda County
- Implement cost effective program

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Memorandum

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DATE: February 20, 2020

TO: Alameda County Transportation Commission

FROM: Tess Lengyel, Executive Director

SUBJECT: Federal, state, regional, and local legislative activities update

Recommendation

This item is to provide the Commission with an update on federal, state, regional, and local legislative activities.

Summary

Each year, Alameda CTC adopts a legislative program to provide direction for its legislative and policy activities for the year. The program is designed to be broad and flexible, allowing Alameda CTC to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in the region as well as in Sacramento and Washington, D.C.

The 2020 Alameda CTC Legislative Program is divided into six sections for Transportation Funding, Project Delivery and Operations, Multimodal Transportation, Land Use and Safety, Climate Change and Technology, Rail, Partnerships. Partnership throughout the Bay Area and California on legislation and policy issues will be key to the success of the 2020 Legislative Program

Background

The Commission approved the 2020 Legislative Program in January 2020. The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy.

Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative and policy updates. Attachments A and B are updates that include information from Alameda CTC state and federal lobbyists, Platinum Advisor and CJ Lake, respectively. Attachment C is the Alameda CTC adopted legislative platform.

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

Attachment:

- A. State Update
- B. Federal Update
- C. Alameda CTC 2019 Legislative Program



January 31, 2020

TO: Tess Lengyel, Executive Director
Alameda County Transportation Commission

FR: Steve Wallauch
Platinum Advisors

RE: **Legislative Update**

CTC & Caltrans: At this week's meeting of the California Transportation Commission (CTC) a new chair, vice chair, and executive director were announced. Commissioner Paul Van Konyneburg was elected the next chair of the Commission, and Commissioner Hilary Norton was named vice chair. In addition, Assembly Speaker Anthony Redon has appointed Joseph Lyou to the CTC. Mr. Lyou is the President of the Coalition for Clean Air and will bring a unique perspective the Commission.

With the retirement of the CTC's current Executive Director, Susan Branson, the Commission announced the Mitch Weiss, the current Chief Deputy Director, will be the next Executive Director of the CTC. Mr. Weiss starts his new role today, January 31st.

In addition, there have been several staff changes at Caltrans. With the retirement of Steve Takigawa, Deputy Director of Maintenance & Operations, Jeanne Scherer, Chief Legal Counsel, and Clark Paulsen, Division Chief of Budget, Director Omishakin has brought in new faces and created new positions. This includes naming Rachel Carpenter to the new created position of Chief Safety Officer, Jeanie Ward-Waller as the Deputy Director of Planning & Modal Programs, Mike Keever as Chief Engineer and Director of Project Delivery.

Budget: Both the Senate and Assembly Budget Committees met last week to hear an overview of the governor's proposed 2020-21 budget from the Department of Finance and the Legislative Analyst's Office. Legislators seemed generally pleased with the administration's first pass, however there were a few themes that will clearly be more thoroughly vetted throughout the budget process. These items include homelessness policy and funding; early childhood education and K-12 funding levels; the reduction in funding proposed for the AB 617 program (Chapter 136, Statutes of 2017), which reduces air pollution exposure in communities most impacted by air pollution; and questions about whether some of Newsom's new departments or reorganizations are necessary.

Unlike last year, homelessness and housing will be debated in both the Senate and Assembly Budget Subcommittees on State Administration and the Senate and Assembly Budget Subcommittees on Health and Human Services. This is because the governor's proposal for \$750 million for a new Access to Housing and Services Fund would be funneled through the Department of Social Services and not through the Business, Consumer Services, and Housing Agency as it was in 2018-19 for the Homeless Emergency Aid Program and in 2019-20 for the Homeless Housing, Assistance and Prevention program. The Senate Budget Committee will hold an informational hearing on housing and homelessness on February 27.

Homelessness Executive Order & Public Transit: With the governor's release of his 2020-21 budget proposal, homelessness tours around the state, and his task force on homelessness releasing their recommendations, Sacramento lawmakers have much to evaluate in terms of homelessness policy and funding before June. In addition, earlier this month Governor Newsom issued Executive Order N-23-20 relating to the homeless crisis facing the state.

The Executive Order directs several state agencies to act on a wide range of issues including directing Caltrans to develop a model lease agreement for cities and counties to use when leasing Caltrans property for emergency shelter services, and directing the Department of General Services to utilize state owned tents and trailers for housing.

The Order calls for the creation of a multi-agency strike team that will be coordinated by the Homeless Coordinating and Financing Council. These strike teams are intended to provide technical assistance to and support to cities, counties, and *public transit districts*. In addition, the Order urges cities, counties, public transit districts and others to examine their own ability to provide shelter on a short-term emergency basis by utilizing any vacant or surplus property.

Governor Newsom included public transit in this order because transit in many ways is on the front line of the homeless crisis. There are no specific actions transit agencies are required to take, but the Order encourages public transit agencies to be part of the partnership at the local level as these action plans are developed and implemented.

LEGISLATION

More Free Transit Passes: Earlier this month Assemblywoman Gonzalez amended AB 1350 to mandate transit operators to provide free transit passes to youth 18 years of age or younger. This week Assemblyman Kansen Chu introduced AB 2012 to also require transit operators to provide free transit passes to anyone 65 years old and over. AB 2012 is structured identical to AB 1350 in that if a public transit operator wants to receive State Transit Assistance (STA), Transportation Development Act (TDA) or Low Carbon Transit Operations Program funds then it shall provide free transit passes.

Alameda CTC previously adopted a support position on AB 1350 when it proposed a grant program. Assemblywoman Lorena Gonzalez, who chairs the Assembly Appropriations Committee, has stated when presenting AB 1350 that she intends to address the fiscal impact of this bill as it moves through the Senate. While her intentions are greatly appreciated,

Alameda CTC may want to reconsider its position on AB 1350 while amendments are being negotiated.

Tramways: Assemblywoman Laura Friedman has introduced AB 1991, which would amend the authorizing statute for the Transit and Intercity Rail Capital Program (TIRCP) to include passenger tramways as an eligible project that can compete for TIRCP funding.

Housing: There have been numerous housing related bills introduced last year, and more to come this year. One of the more controversial proposals has been SB 50 (Wiener), which was held in the Senate Appropriations Committee last year. However, SB 50 was amended this month to provide a little more flexibility. Even with the amendments, Senator Portantino, who chairs the Senate Appropriations Committee still did not support the bill.

Facing a questionable fate in Senate Appropriations, Senate Pro Tem Toni Atkins took the unusual step to withdraw SB 50 from Senate Appropriations and refer it to the Senate Rules Committee. Senate Rules then referred the bill to the Senate Floor.

This week SB 50 failed on the Senate Floor – twice. Up against the House of Origin deadline, Senator Wiener presented the bill on 29th where it fell three votes short of the 21 votes needed. He tried again the next day with no change. The votes did not follow any political ideology, but the viewpoint of the Senator's districts. While SB 50 has reached its end, the issue of promoting housing development will continue. Before adjourning for the week, President Pro Tem, Toni Atkins made it clear that compromise from all sides will be required because as she stated a housing production bill will pass this year.

Senator Wiener has already introduced two spot bills on housing.

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Intergovernmental Affairs

Special Report
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Special Report
***House Democrats Release Framework for
Comprehensive Infrastructure Package***

January 29, 2020

This morning, House Democrats [released](#) a \$760 billion [framework](#) for a five-year legislative package to make federal investments in our national infrastructure. This effort, known as the ***Moving America Forward Framework***, is led by Transportation and Infrastructure (T&I) Committee Chairman **Peter DeFazio**, Energy and Commerce (E&C) Committee Chair **Frank Pallone**, and Ways and Means Committee Chairman **Richard Neal**. It suggests that the House will move a comprehensive legislative package focused on highways, transit, rail, freight, airports, ports, wastewater and drinking water infrastructure, broadband, and brownfields. This [fact sheet](#) provides additional information on each portion.

As we write this *Special Report*, the Ways and Means Committee is holding a hearing to [examine](#) revenue solutions to address the solvency of the Highway Trust Fund and pay for those provisions of the legislation. Therefore, highways and transit programs included in the framework do not have specific funding levels for key formula and discretionary grants of concern to local governments and transportation agencies. Members are considering a number of revenue options to ensure future solvency, including raising the gasoline tax and indexing it to inflation as favored by Chairman DeFazio. T&I Committee Ranking Member **Sam Graves** is advocating for the adoption of a national vehicle miles traveled (VMT) policy to promote equity.

We understand that the T&I Committee plans to release its surface transportation reauthorization bill – the successor to the *Fixing America's Surface Transportation (FAST) Act of 2015* – sometime in the months ahead, likely in early spring. Once House leaders identify the appropriate path to move forward regarding revenue streams, the relevant committees of jurisdiction including the T&I, Ways and Means, and E&C committees will need to take votes to pass the measure before the full chamber considers it. The three committee leaders and Speaker **Nancy Pelosi** maintain that this comprehensive infrastructure legislation is a top priority for the 116th Congress.

If approved by the House of Representatives, the lower chamber will then have to reconcile differences between this legislation and the *America's Transportation Infrastructure Act (ATIA)*, passed by the Senate Committee on the Environment and Public Works (EPW) last summer. That bill is still awaiting titles from other authorizing committees – the Committee on Banking, Housing, and Urban Affairs and the Committee on Commerce, Science, and Transportation – in addition to a full vote on the Senate floor. However, Senate Republicans have already laid the groundwork to facilitate federal investments to curb emissions from the transportation sector. Some of those new programs would be authorized under the first-ever climate title of a highway bill, which was included in ATIA under the leadership of EPW Committee Chairman **John Barrasso** and Ranking Member **Tom Carper**.

Please see our summary of key programs and dollar amounts included in the framework below for your reference. Although we lack certainty regarding some aspects of the highways and transit titles until we see a full bill, we would be glad to answer any questions you may have regarding this framework. We strongly recommend that you engage with your Congressional delegation regarding any issues of concern with the policies or programs outlined in the framework in the immediate days and weeks ahead.

Highways, Transit, and Rail

The framework authorizes \$489 billion for highway, transit, and rail investments, including:

- \$319 billion for highway funding;
- \$105 billion for transit funding;
- \$10 billion for safety investments; and
- \$55 billion for rail investments.

This framework prioritizes the “Fix It First” approach to maintaining existing infrastructure in a state of good repair, including roads, bridges, tunnels, and ferry systems. House leaders prioritize federal funding for repair or replacement of bridges that are in poor condition, including those in rural areas. It would authorize a multi-year national pilot program to test revenue collection and distribution. The goal of that pilot would be to ensure the future viability and equity of surface transportation user fees, including examination of VMT fees. On distribution, the House seeks to expand decision-making over federal funds to other levels of government and provide additional authority to metropolitan planning organizations that demonstrate capacity to administer those funds. It would amend the sub-allocation process for highway programs to ensure that mid-sized communities receive adequate federal dollars. The House also wants to authorize technical assistance for units of local and tribal government to improve their independent capacity to receive and administer federal funds and deliver projects.

House Democrats advocate for robust investment in reducing carbon emissions. States would be required to measure greenhouse gas emissions and develop and implement policies and projects to reduce pollution from the transportation sector. They would boost investment in alternative transportation projects, including enhanced access for public transportation, ferries, cycling, and walking. The plan calls for funding to increase the capacity of new and existing transit systems. House Democrats call for some reforms to the Federal Transit Administration (FTA) Capital Investment Grant (CIG) Program to ensure that New Starts, Small Starts, and Core Capacity projects are reviewed and approved quickly so funds can be obligated. Those reforms would ensure that FTA prioritizes new capacity that “reduces congestion and mitigates greenhouse gas pollution.” Congress will make robust investments in buses and facilities, especially zero emission buses.

Other climate initiatives include reforming the Congestion Mitigation Air Quality (CMAQ) program to better prioritize zero emission investments. The framework provides federal funding for States, local governments, and Metropolitan Planning Organizations (MPOs) to build alternative fuel infrastructure for zero emissions vehicles along designated highway corridors. Funding would be available for freight and goods movement projects that reduce carbon emissions. House Democrats seek to create cleaner communities around these facilities and cut pollution by deploying innovative technologies to reduce congestion in urban areas. The framework also creates a new program to protect at-risk transportation assets, seeking to prevent failure by increasing resiliency to climate change and natural disasters.

The framework provides funding for projects of regional and national significance, and it would likely be similar to the BUILD Discretionary Grant Program currently administered by the U.S. Department of Transportation. Congress would establish eligibility criteria and reduce the discretionary influence of the Secretary of Transportation in project selections for award.

Other policy items of note include a requirement that States and metropolitan planning organizations (MPO) modernize their project planning process. States and MPOs would need to prioritize consideration of all system users and their access to

job, housing, and a variety of transportation options, especially in underserved communities.

Regarding labor provisions, House Democrats seek to invest in workforce development programs to promote family-wage careers in transportation and ensure that the “workforce of today can build the transportation systems of tomorrow.” It would streamline Buy America reporting requirements with a centralized process for domestic content to ensure manufacturers are consistent. It also improves the Disadvantaged Business Enterprise (DBE) Program to better facilitate the participation of woman- and minority-owned businesses in transportation projects.

Finally, the framework would support new or improved intercity, commuter, or higher-speed passenger rail corridors, promoting resiliency from climate change while seeking to improve on-time passenger rail service. It will support Amtrak’s complete passenger rail network and help the system modernize its equipment and comply with ADA regulations. House Democrats seek to improve safety outcomes in communities with grade crossings.

Aviation

The framework authorizes \$30 billion for aviation investments. It increases the cap on the Passenger Facilities Charge (PFC), indexing it to inflation. This will increase revenue for airports to invest in terminals, runways, taxiways, and critical landside development projects that are currently ineligible for AIP funding. It will help airports bolster resiliency from climate change and prepare for anticipated growth and increasing traveler demand. The framework would establish the Airport and Airway Investment Program, authorized under the Airport and Airway Trust Fund. The new program would fund modernization projects of national or regional significance that enhance airport and airspace capacity and reduce carbon emissions. House Democrats would invest in research and development for new aircraft and technologies, including hybrid and electric aircraft, and for sustainable aviation fuels. It will also invest in research on noise mitigation for communities adversely affected by air travel.

Water Infrastructure and Energy

The framework authorizes \$142.6 billion for water infrastructure and energy investments, including:

- \$19.7 billion for improvements through the Harbor Maintenance Trust Fund;
- \$10 billion for water resources investments, including:
 - \$7 billion to address the U.S. Army Corps of Engineers (Corps) backlog; and
 - \$3 billion for inland waterways;
- \$47.1 billion for water infrastructure, including:
 - \$40 billion for the Clean Water State Revolving Fund (SRF); and
 - \$5.6 billion for *Clean Water Act (CWA)* grant programs;
- \$25.4 billion for drinking water investments, including:
 - \$22.9 billion for the Drinking Water State Resolving Fund;
 - and \$2.5 billion to address per- and poly-fluoroalkyl (PFAS) contamination; and
- \$34.3 billion for clean energy investments, including:
 - \$1.25 billion for *Diesel Emission Reductions Act (DERA)* programs;
 - \$17.5 billion for Energy Efficiency and Conservation Block Grants (EECBG) for local government projects;
 - \$1.85 billion for home and school energy efficiency retrofits; and
 - \$1.5 billion for electric vehicle (EV) infrastructure.

Clean energy investments include \$17.5 billion for Energy Efficiency and Conservation Block Grants (EECBG) for local governments to undertake a variety of eligible activities. This program was last authorized under the American Recovery and Reinvestment Act of 2009 and it is a priority of the U.S. Conference of Mayors. The framework would also authorize an additional \$2.25 billion in new grants for distributed energy systems and solar installations in low-income and underserved communities. It would provide \$1.85 billion for home and school efficiency retrofits and \$1.75 billion for weatherization grants and programs to promote smart buildings.

Nearly \$23 billion would be invested in our national drinking water systems through the following programs: the Drinking Water State Revolving Fund (SRF), the Indian Reservation Drinking Water Program, School and Child Care Program Lead Testing Grants, Lead Drinking Fountain Replacement, Community Water System Risk and Resilience Grants, and Public Water System Supervision Grants. House Democrats want to establish new requirements to prevent the discharge of industrial chemicals including per- and polyfluoroalkyl substances (PFAS) into our waterways. The U.S. Environmental Protection Agency (EPA) would provide support to municipalities to install detection and treatment technologies with \$1 billion in new Federal assistance to help communities address ongoing per- and polyfluoroalkyl substances contamination. It would create a \$2.5 billion grant program for drinking water systems to address contamination from perfluorinated chemicals. The framework would authorize a \$15 million pilot to promote energy-efficient water distribution systems.

The bill allows for the full utilization of the Harbor Maintenance Trust Fund (HMTF) for port operation improvements and maintenance dredging. House Democrats are prioritizing investments in the backlog of existing State and local water infrastructure projects. The legislation establishes new minimum allocations water infrastructure investment authorities in rural and small communities and creates a Municipal Ombudsman within EPA to provide training and technical assistance to those areas. To improve affordability, it mandates that States provide ten to thirty percent of Clean Water SRF assistance to local wastewater efforts and for EPA to develop a report on methods to increase local affordability through technical and financial assistance. On resilience, it establishes a "Green Reserve" through State utilization of a minimum of 15 percent of Clean Water SRF capitalization grants toward energy- and water-efficiency, new grant authority for wastewater treatment resilience, and requires State and local governments to biennially assess the costs of their water infrastructure needs. It makes permanent a pilot program to aid cities in addressing wet weather, stormwater, and nonpoint source management projects. It also reaffirms existing Buy America requirements to ensure water infrastructure investments utilize domestically-produced iron and steel components.

Economic Development and Brownfields

The framework authorizes:

- \$2.7 billion for brownfields programs.

The framework would provide \$2.45 billion for the EPA brownfields redevelopment grants program for units of local government to reclaim and reuse abandoned and contaminated properties.

Telecommunications, Broadband, and Smart Cities

The framework authorizes \$98 billion in telecommunications investments, including:

- \$86 billion in broadband investments, including:
 - \$80 billion for broadband in unserved and underserved communities;
 - \$5 billion for low-interest loans for broadband deployment; and
 - \$1.14 billion for digital equity investments;
- \$12 billion for Next Generation 9-1-1 implementation; and
- \$850 million for Smart Communities infrastructure.

The framework would authorize \$850 million to support “Smart Communities” infrastructure investments through grants and technical assistance (TA). The Department of Commerce’s Smart Cities demonstration project would be expanded to include small and mid-sized cities. It would authorize the Cities, Counties, and Communities energy program at the U.S. Department of Energy to support the adoption of clean energy in development and redevelopment efforts. This title also authorizes \$300 million for the Clean Cities Coalition Network Program to expand development of alternative fuel infrastructure and \$925 million for State and local government to support electrification of the transportation sector.



2020 Alameda County Transportation Commission Legislative Program

The legislative program herein supports Alameda CTC's transportation vision below adopted for the 2020 Countywide Transportation Plan:

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

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"Alameda County residents, businesses and visitors will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities. Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measurable performance indicators. Our transportation system will be:

- **Accessible, Affordable and Equitable** – Improve and expand connected multimodal choices that are available for people of all abilities, affordable to all income levels and equitable.
- **Safe, Healthy and Sustainable** – Create safe facilities to walk, bike and access public transportation to promote healthy outcomes and support strategies that reduce adverse impacts of pollutants and greenhouse gas emissions by reducing reliance on single-occupant vehicles.
- **High Quality and Modern Infrastructure** – Upgrade infrastructure such that the system is of a high quality, is well-maintained, resilient and maximizes the benefits of new technologies for the public.
- **Economic Vitality** – Support the growth of Alameda County's economy and vibrancy of local communities through an integrated, reliable, efficient, cost-effective and high-capacity transportation system."

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none">• Oppose efforts to repeal transportation revenues streams enacted through SB1.• Support efforts that protect against transportation funding diversions.• Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures.• Support the implementation of more stable and equitable long-term funding sources for transportation.• Ensure fair share of sales tax allocations from new laws and regulations• Seek, acquire, accept and implement grants to advance project and program delivery.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none">• Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations.• Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs, including funding to expand the Affordable Student Transit Pass program.• Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.• Support efforts that streamline financing and delivery of transportation projects and programs.• Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.• Support statewide principles for federal surface transportation reauthorization and/or infrastructure bills that expand funding and delivery opportunities for Alameda County.
Project Delivery and Operations	Advance innovative project delivery	<ul style="list-style-type: none">• Support environmental streamlining and expedited project delivery, including contracting flexibility and innovative project delivery methods.
	Ensure cost-effective project delivery	<ul style="list-style-type: none">• Support efforts that reduce project and program implementation costs.• Support funding and policies to implement transportation projects that create jobs and economic growth, including for apprenticeships and workforce training programs.
	Protect the efficiency of managed lanes	<ul style="list-style-type: none">• Support HOV/managed lane policies that protect toll operators' management of lane operations and performance, toll rate setting and toll revenue reinvestments, deployment of new technologies and improved enforcement.• Support high-occupancy vehicle (HOV)/express lane expansion in Alameda County and the Bay Area, and efforts that promote effective and efficient lane implementation and operations.• Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.
	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none">• Support legislation that increases flexibility and reduces barriers for infrastructure improvements that support the linkage between transportation, housing and jobs.

Issue	Priority	Strategy Concepts
Multimodal Transportation, Land Use and Safety		<ul style="list-style-type: none"> • Support local flexibility and decision-making regarding land-uses for transit oriented development (TOD) and priority development areas (PDAs). • Support funding opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.
	Expand multimodal systems, shared mobility and safety	<ul style="list-style-type: none"> • Support policies that provide increased flexibility for transportation service delivery through programs that address the needs of commuters, youth, seniors, people with disabilities and low-incomes, and do not create unfunded mandates. • Support policies that enable shared mobility innovations while protecting the public interest, including allowing shared and detailed data (such as data from transportation network companies and app based carpooling companies) that could be used for transportation and land use planning and operational purposes. • Support investments in active transportation, including for improved safety and Vision Zero strategies. • Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education; and address parking placard abuse. • Support parity in pre-tax fringe benefits for public transit, carpooling, and vanpooling and other modes with parking. • Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multi-modal performance monitoring. • Support efforts to increase transit priority throughout the transportation system, such as on freeway corridors and bridges serving the county.
Climate Change and Technology	Support climate change legislation and technologies to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> • Support funding for infrastructure, operations, and programs to relieve congestion, improve air quality, reduce emissions, expand resiliency and support economic development, including transitioning to zero emissions transit fleets and trucks. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions. • Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County, including data sharing that will enable long-term planning. • Support the expansion of zero emissions vehicle charging stations. • Support efforts that ensure Alameda County jurisdictions are eligible for state funding related to the definition of disadvantaged communities used in state screening tools.
Rail Improvements	Expand goods movement and passenger rail funding and policy development	<ul style="list-style-type: none"> • Support a multimodal goods movement system and passenger rail services that enhance the economy, local communities, and the environment. • Support policies that enhance Bay Area goods movement and passenger rail planning, funding, delivery and advocacy. • Support legislation and efforts that improve the efficiency and connectivity of the goods movement system, including passenger rail connectivity. • Ensure that Alameda County goods movement needs and passenger rail needs are included in and prioritized in regional, state and federal goods movement planning and funding processes. • Support rewarding Self-Help Counties that directly fund goods movement and passenger rail infrastructure and programs. • Leverage local funds to the maximum extent possible to implement goods movement and passenger rail investments in Alameda County through grants and partnerships with regional, state and federal agencies.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> • Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional and interregional transportation problems and support governmental efficiencies and cost savings. • Partner to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs.

Issue	Priority	Strategy Concepts
		<ul style="list-style-type: none">• Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.

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Memorandum

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• www.AlamedaCTC.org

DATE: February 20, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: Approve Transportation Fund for Clean Air (TFCA) FY 2020-21
Expenditure Plan Application and Call for Projects

Recommendation

1. Approve Resolution 20-003 regarding the TFCA County Program Manager (CPM) FY 2020-21 Expenditure Plan Application, due to the Air District by March 3, 2020; and
2. Approve the release of a FY 2020-21 TFCA call for projects for the approximately \$2.9 million of available funding.

Summary

As the designated TFCA County Program Manager (CPM) for Alameda County, the Alameda CTC is required to annually program the TFCA revenue received from the Bay Area Air Quality Management District (Air District). It is recommended the Commission approve Resolution 20-003 (Attachment A), regarding the fiscal year (FY) 2020-21 TFCA CPM Expenditure Plan Application (Attachment B) and its submittal to the Air District. The FY 2020-21 TFCA Expenditure Plan Application identifies approximately \$2.9 million of funding available for programming and is due to the Air District by March 3, 2020, prior to a detailed program of projects. A TFCA call for projects is scheduled for release in March 2020.

Background

TFCA funding is generated by a four-dollar vehicle registration fee administered by the Air District. Projects eligible for TFCA funding are to result in the reduction of motor vehicle emissions and achieve surplus emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects eligible for TFCA include shuttles, bike lanes and bike parking, signal timing and transit signal priority, travel demand management (TDM) programs and alternative fuel vehicles and fueling/charging infrastructure. The Alameda CTC is responsible for programming 40

percent of the revenue generated within Alameda County for this program. A total of 6.25% percent of new revenue is set aside for Alameda CTC's administration of the program. Per the distribution formula for Alameda County's share of TFCA funding, 70 percent of the available funds are to be allocated to the cities and County based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30 percent of funds are to be allocated to transit-related projects on a discretionary basis. A jurisdiction's projected future share may be borrowed against in order for a project to receive more funds in the current year, which helps facilitate the required annual programming of all available funds.

For reference, a draft FY 2020-21 TFCA fund estimate (Attachment C) identifies how the funding identified in the FY 2020-21 Expenditure Plan Application is distributed per the county-level funding formula. Projects proposed for TFCA funding are to be consistent with the Air District's TFCA CPM Fund Policies (Attachment D) and cost-effectiveness requirements. There are no substantive changes to the CPM Fund Policies from last year.

FY 2020-21 Revenue

The FY 2020-21 TFCA Expenditure Plan Application establishes the amount of TFCA funds available for programming to projects and program administration and is based on the Air District's Department of Motor Vehicles (DMV) revenue estimates for the same period. Additionally, previously programmed TFCA funds remaining from closed (i.e., cancelled or completed) projects are returned to the Alameda CTC's fund estimate for reprogramming. These adjustments are detailed on the second page of the Expenditure Plan Application. Returned funds that were initially programmed from the 70 percent cities/county portion of the fund estimate are credited back to the project sponsor's share.

As summarized below, the estimated total amount available for projects is the sum of the new allocation (projected revenue), funds to reprogram, and earned interest, less 6.25 percent of the new allocation, which is reserved for the Alameda CTC's administration of the TFCA program.

Estimated new allocation for FY 2020-21:	\$2,078,522
Earned interest for calendar year 2019:	\$118,754
<u>Funds from closed projects to reprogram, as of 10/31/19:</u>	<u>\$834,057</u>
Total funding available for FY 2020-21:	\$3,031,333
<u>Less 6.25% of new allocation for TFCA administration:</u>	<u>- \$129,908</u>
Total FY 2020-21 TFCA funding for projects:	\$2,901,425

FY 2020-21 Program Development

The Air District's TFCA CPM Policies require the distributed revenue to be fully programmed on an annual basis. Any unprogrammed balance remaining after the Air District's programming deadline may be redirected by the Air District to other projects in the region. The programming of TFCA funding is incorporated into the Alameda CTC's biennial Comprehensive Investment Plan (CIP) process, but due to the annual programming deadline for these funds, releasing stand-alone TFCA calls for projects is periodically required. A TFCA call for projects is scheduled for release in early-mid March 2020 with applications due a minimum of 3 weeks from the release date. Staff will evaluate the proposed projects for TFCA eligibility and cost-effectiveness and include a FY 2020-21 TFCA program recommendation in the 2020 CIP Update, scheduled for consideration by the Commission in May 2020. If an unprogrammed TFCA balance remains when the 2020 CIP Update is adopted, a separate programming recommendation for the balance will be presented in the fall 2020 timeframe.

The Air District requires an approved program of TFCA projects to be submitted no later than six months from the date the Air District Board approves the TFCA CPM expenditure plan applications. This year, a complete FY 2020-21 TFCA program of projects is estimated to be due to the Air District by November 2019.

Next Steps

The Alameda CTC FY 2020-21 TFCA Expenditure Plan Application is to be signed by the Executive Director and is due to the Air District by March 3, 2020. A TFCA call for projects will be released in early-mid March 2020.

Updated TFCA program guidelines, including the attached Air District FY 2020-21 TFCA Policies, will be incorporated into the Alameda CTC's 2020 CIP Update, along with the FY 2020-21 fund estimate and funding recommendations. A complete TFCA FY 2020-21 program of projects is due to the Air District by November 2020.

Fiscal Impact: This recommended action has no significant fiscal impact. TFCA funding is made available by the Air District and will be included in the Alameda CTC's FY 2020-21 budget.

Attachments:

- A. Alameda CTC Resolution 20-003
- B. Alameda CTC FY 2020-21 TFCA Expenditure Plan Application
- C. Alameda CTC Draft FY 2020-21 TFCA Fund Estimate
- D. Air District's FY 2020-21 TFCA County Program Manager Fund Policies

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**ALAMEDA COUNTY TRANSPORTATION COMMISSION****RESOLUTION 20-003****Commission Chair**

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City of San Leandro

Commission Vice Chair

Councilmember John Bauters,
City of Emeryville

AC Transit

Board Vice President Elsa Ortiz

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City of Pleasanton

Mayor Jerry Thorne

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Tess Lengyel

**Approval of the Alameda County FY 2020-21
Transportation Fund for Clean Air County Program Manager Fund
Expenditure Plan Application**

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

WHEREAS, the TFCA Program requires the Program Manager to submit an Expenditure Plan Application for FY 2020-21 TFCA funding to the Bay Area Air Quality Management District ("Air District") by March 3, 2019.

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC Commission will program an estimated \$2,901,425 to projects, consistent with the attached FY 2020-21 TFCA County Program Manager Fund Expenditure Plan Application;

BE IT FURTHER RESOLVED, the Alameda CTC Commission will approve a program of projects within six months of the Air District's approval of the FY2020-21 Expenditure Plan Application; and

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

DULY PASSED AND ADOPTED by the Alameda CTC at the regular Commission meeting held on Thursday, February 27, 2020 in Oakland, California, by the following vote:

AYES:**NOES:****ABSTAIN:****ABSENT:****SIGNED:****ATTEST:**

Pauline Russo Cutter
Chair, Alameda CTC

Vanessa Lee
Clerk of the Commission

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SUMMARY INFORMATION

County Program Manager Agency Name: Alameda County Transportation Commission

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

PART A: NEW TFCA FUNDS

- | | | |
|---|---------|--------------------|
| 1. Estimated FYE 2021 DMV revenues (based on projected CY2019 revenues): | Line 1: | <u>\$2,045,400</u> |
| 2. Difference between prior-year estimate and actual revenue: | Line 2: | <u>\$33,122</u> |
| a. Actual FYE 2019 DMV revenues (based on CY2018): | | <u>\$2,004,222</u> |
| b. Estimated FYE 2019 DMV revenues: | | <u>\$1,971,100</u> |
| <i>('a' minus 'b' equals Line 2.)</i> | | |
| 3. Estimated New Allocation for projects and administration (Sum of Lines 1 and 2): | Line 3: | <u>\$2,078,522</u> |

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

- | | | |
|--|---------|---------------------|
| 4. Total available for programming/reprogramming to other projects. | Line 4: | <u>\$952,810.94</u> |
| a. Amount available from previously funded projects: | | <u>\$834,057.20</u> |
| <i>(Note: Reprogrammed funds originating from pre-2006 projects are not subject to the six-month allocation deadline.)</i> | | |
| b. Interest income earned on TFCA funds in CY 2019: | | <u>\$118,753.74</u> |
| <i>('a' plus 'b' equals Line 4.)</i> | | |

PART C: TOTAL AVAILABLE TFCA FUNDS

- | | | |
|---|---------|-----------------------|
| 5. Total Available TFCA Funds (Sum of Lines 3 and 4) | Line 5: | <u>\$3,031,332.94</u> |
| a. Estimated TFCA funds budgeted for administration: ¹ | | <u>\$129,907.63</u> |
| <i>(Note: This amount may not exceed 6.25% of Line 3.)</i> | | |
| b. Estimated Total TFCA funds available for projects | | <u>\$2,901,425.31</u> |
| <i>(Line 5 minus Line 5.a.)</i> | | |

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

Executive Director Signature: _____

Date: _____

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

SUMMARY INFORMATION - ADDENDUM

Complete if there are TFCA Funds available for reprogramming.

Project #	Project Sponsor/Grantee	Project Name	\$ TFCA Funds Allocated	\$ TFCA Funds Expended	\$ TFCA Funds Available	Code *
14ALA05	Hayward	Tennyson, Hesperian and Winton Signal Upgrade and Coordination	\$240,000	\$216,281.55	\$23,418.45	UB
14ALA12	Alameda CTC	Countywide Guaranteed Ride Home Program, FYs 13-14 & 14-15	\$270,000	\$252,092.12	\$17,907.80	UB
16ALA02	Alameda CTC	Countywide Carpool and Bike Promotion	\$210,000	\$205,568.85	\$4,431.15	UB
16ALA13	Alameda CTC	Countywide Transportation Demand Management Program, FYs 15-16 & 16-17	\$270,000	\$148,084	\$121,946	UB
17ALA07	Pleasanton	Bernal Ave Park and Ride	\$189,000	\$0	\$189,000	CP
18ALA07	Pleasanton	Pleasanton Trip Reduction Program, FYs 17-18 & 18-19	\$65,000	\$64,999.98	\$0.02	UB
18ALA10	Alameda CTC	Countywide Transportation Demand Management Program, FYs 17-18 & 18-19	\$420,000	\$217,646.30	\$202,353.70	UB
19ALA04	Alameda County	East 14 th Bike Lanes	\$123,000	\$0	\$123,000	CP
19ALA06	Oakland	Broadway Shuttle, FY 2019-20	\$350,000	\$338,000	\$12,000	UB
19ALA07	Cal State East Bay	2 nd Hayward BART – Campus Shuttle, FYs 18-19 & 19-20	\$215,000	\$75,000	\$140,000	UB

TOTAL TFCA FUNDS AVAILABLE FOR REPROGRAMMING\$ 834,057.12

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

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

Alameda CTC TFCA County Program Manager Fund: FY 2020-21 Draft Fund Estimate

6.11C

				A	B	C	D	E (B-C+D)	F (A+E)
Agency	Population (Estimate ¹)	% Population	Total % of Funding	TFCA Funds Available (new this FY)	Balance from Previous FY	Programmed Last Cycle	Funds Available from Closed Projects	Rollover (Debits/ Credits)	TFCA Balance (New + Rollover)
Alameda	79,316	4.75%	4.75%	\$ 68,756	\$ (8,203)	\$ 191,051	\$ 6,940	\$ (192,314)	\$ (123,557)
Alameda County	149,536	8.96%	8.96%	\$ 129,627	\$ 431,648	\$ 275,305	\$ 136,085	\$ 292,428	\$ 422,056
Albany	19,393	1.16%	1.16%	\$ 16,811	\$ (23,294)	\$ 3,878	\$ 1,697	\$ (25,475)	\$ (8,664)
Berkeley	123,328	7.39%	7.39%	\$ 106,909	\$ 163,838	\$ 24,805	\$ 10,792	\$ 149,825	\$ 256,733
Dublin	64,577	3.87%	3.87%	\$ 55,979	\$ 221,019	\$ 1,015,290	\$ 5,651	\$ (788,621)	\$ (732,642)
Emeryville	11,885	0.71%	0.71%	\$ 10,303	\$ (190,606)	\$ 2,441	\$ 1,040	\$ (192,008)	\$ (181,705)
Fremont	232,532	13.93%	13.93%	\$ 201,574	\$ 101,042	\$ 47,919	\$ 20,347	\$ 73,470	\$ 275,043
Hayward	159,433	9.55%	9.55%	\$ 138,207	\$ 137,361	\$ 32,978	\$ 37,369	\$ 141,752	\$ 279,959
Livermore	91,039	5.45%	5.45%	\$ 78,918	\$ 592,632	\$ 18,605	\$ 7,966	\$ 581,993	\$ 660,912
Newark	48,712	2.92%	2.92%	\$ 42,227	\$ 474,773	\$ 9,661	\$ 4,262	\$ 469,374	\$ 511,601
Oakland	432,897	25.93%	25.93%	\$ 375,263	\$ 21,598	\$ 352,279	\$ 49,880	\$ (280,802)	\$ 94,461
Piedmont	11,420	0.68%	0.69%	\$ 10,000	\$ 111,456	\$ 2,402	\$ 1,009	\$ 110,063	\$ 120,063
Pleasanton	80,492	4.82%	4.82%	\$ 69,776	\$ (41,504)	\$ 96,120	\$ 196,043	\$ 58,420	\$ 128,195
San Leandro	89,825	5.38%	5.38%	\$ 77,866	\$ 344,514	\$ 17,829	\$ 7,860	\$ 334,546	\$ 412,412
Union City	74,916	4.49%	4.49%	\$ 64,942	\$ 382,218	\$ 235,856	\$ 6,555	\$ 152,917	\$ 217,859
TOTAL 70% Cities/County:	1,669,301	100%	100%	\$ 1,447,158	\$ 2,718,490	\$ 2,326,419	\$ 493,497	\$ 885,568.05	\$2,332,725.73

FY 2019-20 TFCA New Revenue	\$ 2,078,522	(FYE21 Expenditure Plan Application, Line 1)
Less 6.25% for Program Administration	\$ (129,908)	
Subtotal New Programming Capacity	\$ 1,948,614	
Calendar Year 2019 Interest Earned	\$ 118,754	
Total New Programming Capacity	\$ 2,067,368	

	Totals	Cities/County (Shares) 70%	Transit (Discretionary) 30%
Total New Programming Capacity	\$ 2,067,368	\$ 1,447,158	\$ 620,210
Funds Available from Closed Projects Adjustment	\$ 834,057	\$ 493,497	\$ 340,560
FY 2019-20 Rollover (debit/credit) Adjustment	\$ -	\$ 392,071	\$ (392,071)
Total Adjustments ²	\$ 834,057	\$ 885,568	\$ (51,511)
Adjusted Total Available to Program	\$ 2,901,425	\$ 2,332,726	\$ 568,699

Notes:

1. Dept. of Finance (www.dof.ca.gov) population estimates as of 1/01/2019.
2. Includes TFCA programming actions and returned funds from closed projects as of 10/31/19.

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Appendix D: Board-Adopted Policies for FYE 2021

Adopted November 20, 2019

The following Policies apply to the Bay Area Air Quality Management District's (Air District) Transportation Fund for Clean Air (TFCA) County Program Manager Fund for fiscal year ending (FYE) 2021.

BASIC ELIGIBILITY

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

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

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

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

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

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

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

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

*This higher C-E limit is for projects that install electric vehicle charging stations at multi-dwelling units, transit stations, and park-and-ride lot facilities.

3. **Eligible Projects and Case-by-Case Approval:** Eligible projects are those that conform to the provisions of the HSC section 44241, Air District Board-adopted policies, and Air District guidance. On a case-by-case basis, County Program Managers must receive approval by the Air District for projects that are authorized by the HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness but do not fully meet other Board-adopted Policies.
4. **Consistent with Existing Plans and Programs:** All projects must comply with the Transportation Control and Mobile Source Control Measures included in the Air District's most recently approved strategies for achieving and maintaining State and national ozone standards, those plans and programs established pursuant to HSC sections 40233, 40717, and 40919; and, when specified, other adopted federal, State, regional, and local plans and programs.
5. **Eligible Recipients:** Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing with the Air District (Policies #8-10).
 - a. **Public agencies** are eligible to apply for all project categories.
 - b. **Non-public entities** are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle and infrastructure projects, and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7).
6. **Readiness:** Projects must commence by the end of calendar year 2021. For purposes of this policy, "commence" means a tangible preparatory action taken in connection with the project's operation or implementation, for which the grantee can provide documentation of the commencement date and action performed. "Commence" includes, but is not limited to, the issuance of a purchase order to secure project vehicles and equipment, commencement of shuttle/feeder bus and ridesharing service, or the delivery of the award letter for a construction contract.
7. **Maximum Two Years Operating Costs for Service-Based Projects:** Unless otherwise specified in policies #22 through #33, TFCA County Program Manager Funds may be used to support up to two years of operating costs for service-based projects (e.g., ridesharing, shuttle and feeder bus service). Grant applicants that seek TFCA funds for additional years must reapply for funding in the subsequent funding cycles.

APPLICANT IN GOOD STANDING

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

A failed compliance audit means that the program or project was not implemented in accordance with the applicable Funding Agreement or grant agreement.

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

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

INELIGIBLE PROJECTS

11. **Duplication:** Projects that have previously received TFCA Regional or County Program Manager funds and do not propose to achieve additional emission reductions are not eligible.
12. **Planning Activities:** The costs of preparing or conducting feasibility studies are not eligible. Planning activities are not eligible unless they are directly related to the implementation of a specific project or program.
13. **Reserved.**
14. **Cost of Developing Proposals:** The costs to prepare grant applications are not eligible.

USE OF TFCA FUNDS

15. **Combined Funds:** TFCA County Program Manager Funds may not be combined with TFCA Regional Funds to fund a County Program Manager Fund project. Projects that are funded by the TFCA County Program Manager Fund are not eligible for additional funding from other funding sources that claim emissions reduction credits. However, County Program Manager-funded projects may be combined with funds that do not require emissions reductions for funding eligibility.
16. **Administrative Costs:** The County Program Manager may not expend more than 6.25 percent of its County Program Manager Funds for its administrative costs. The County Program Manager's costs to prepare and execute its Funding Agreement with the Air District are eligible administrative costs. Interest earned on County Program Manager Funds shall not be included in the calculation of the administrative costs. To be eligible for reimbursement, administrative costs must be clearly identified in the expenditure plan application and in the Funding Agreement, and must be reported to the Air District.
17. **Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year, unless a County Program Manager has made the determination based on an application for funding that the eligible project will take longer than two years to implement. Additionally, a County Program Manager may, if it finds that significant progress has been made on a project, approve no more than two one-year schedule extensions for a project. Any subsequent schedule extensions for projects can only be given on a case-by-case basis, if the Air District finds that significant progress has been made on a project, and the Funding Agreement is amended to reflect the revised schedule.

18. **Unallocated Funds:** Pursuant to HSC 44241(f), any County Program Manager Funds that are not allocated to a project within six months of the Air District Board of Directors approval of the County Program Manager's Expenditure Plan may be allocated to eligible projects by the Air District. The Air District shall make reasonable effort to award these funds to eligible projects in the Air District within the same county from which the funds originated.

19. Reserved.

20. Reserved.

21. Reserved.

ELIGIBLE PROJECT CATEGORIES

Clean Air Vehicle Projects

22. Alternative Fuel Light-Duty Vehicles:

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

- a. Vehicles must be new (model year 2020 or newer), and have a gross vehicle weight rating (GVWR) of 8,500 lbs. or lower.
- b. Vehicles must be:
 - i. hybrid-electric, electric, or fuel cell vehicles that are approved by the California Air Resources Board (CARB) for on-road use
 - ii. neighborhood electric vehicles (NEV) as defined in the California Vehicle Code.
- c. Vehicles must be maintained and operated within the Air District's jurisdiction.
- d. The amount of TFCA funds awarded may not exceed 90% of the project's cost after all other grants and applicable manufacturer and local/state/federal rebates and discounts are applied.

Vehicles that are solely powered by gasoline, diesel, or natural gas, and retrofit projects are not eligible.

Grantees may request authorization of up to 100% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle.

23. **Reserved.**

24. Alternative Fuel Heavy-Duty Vehicles and Buses:

These projects are intended to accelerate the deployment of qualifying alternative fuel vehicles that operate within the Air District's jurisdiction by encouraging the replacement of older, compliant trucks and buses with the cleanest available technology. If replacing heavy-duty vehicles and buses with light-duty vehicles, light-duty vehicles must meet Policy #22. All of the following conditions must be met for a project to be eligible for TFCA Funds:

- a. Each vehicle must be new and have a GVWR greater than 8,500 lbs.
- b. Eligible vehicles must be approved by the CARB.
- c. Vehicles must be maintained and operated within the Air District's jurisdiction.

- d. The total amount of TFCA funds awarded combined with all other grants and applicable manufacturer and local/state/federal rebates and discounts may not exceed 90% of the project's eligible cost

Vehicles that are solely powered by gasoline, diesel, or natural gas and retrofit projects are not eligible.

Grantees may request authorization of up to 100% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle.

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

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

26. **Alternative Fuel Infrastructure:**

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

Equipment and infrastructure must be designed, installed, and maintained as required by the existing recognized codes and standards and as approved by the local/state authority.

TFCA funds may not be used to pay for fuel, electricity, operation, and maintenance costs. Projects that include installation of charging stations at multi-dwelling units, transit stations, and park-and-ride lot facilities qualify for funding at a higher cost-effectiveness limit (see Policy #2).

Trip Reduction Projects

27. **Existing Ridesharing Services:** The project will provide carpool, vanpool, or other rideshare services. Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible under this category. Projects that provide a direct or indirect financial transit or rideshare subsidy *exclusively* to employees of the grantee are not eligible.

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

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

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

- b. The service's schedule, which is not limited to commute hours, must be coordinated to have a timely connection with corresponding mass transit service.
- c. The service must be available for use by all members of the public.
- d. TFCA funds may be used to fund only shuttle services to locations that are under-served and lack other comparable service. For the purposes of this policy, "comparable service" means that there exists, either currently or within the last three years, a direct, timed, and publicly accessible service that brings passengers to within one-third (1/3) mile of the proposed commercial or employment location from a mass transit hub. A proposed service will not be deemed "comparable" to an existing service if the passengers' proposed travel time will be at least 15 minutes shorter and at least 33% shorter than the existing service's travel time to the proposed destination.
- e. Reserved.
- f. Grantees must be either: (1) a public transit agency or transit district that directly operates the shuttle/feeder bus service; or (2) a city, county, or any other public agency.
- g. Applicants must submit a letter of concurrence from all transit districts or transit agencies that provide service in the area of the proposed route, certifying that the service does not conflict with existing service.
- h. Each route must meet the cost-effectiveness requirement in Policy #2. Projects that would operate in Highly Impacted Communities or Episodic Areas as defined in the Air District Community Air Risk Evaluation (CARE) Program, or in Priority Development Areas (PDAs), may qualify for funding at a higher cost-effectiveness limit (see Policy #2).

29. Pilot Projects:

a. Pilot Shuttle/Feeder Bus Service Projects:

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

- i. Demonstrate the project will reduce single-occupancy vehicle trips and result in a reduction in emissions of criteria pollutants.
- ii. Provide data and/or other evidence demonstrating the public's need for the service, including a demand assessment survey and letters of support from potential users.
- iii. Provide a written plan showing how the service will be financed in the future and require minimal, if any, TFCA funds to maintain its operation after the pilot period;
- iv. Provide a letter from the local transit agency denying service to the project's proposed service area, which includes the basis for denial of service to the proposed areas. The applicant must demonstrate that the project applicant has attempted to coordinate service with the local service provider and has provided the results of the demand assessment survey to the local transit agency. The applicant must provide the transit service provider's evaluation of the need for the shuttle service to the proposed area. Pilot projects located in Highly Impacted Communities as defined in the Air District CARE Program and/or a Planned or Potential PDA may receive a maximum of three years of TFCA Funds under the Pilot designation. For these projects, the project applicants understand and must agree that such projects will be

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

1. During the first year and by the end of the second year of operation, projects must not exceed a cost-effectiveness of \$500,000/ton, and
 2. By the end of the third year of operation, projects must meet all of the requirements, including cost-effectiveness limit, of Policy #28.a.-h. (existing shuttles).
- v. Projects located outside of CARE areas and PDAs may receive a maximum of two years of TFCA Funds under this designation. For these projects, the project applicants understand and must agree that such projects will be evaluated every year, and continued funding will be contingent upon the projects meeting the following requirements:
1. By the end of the first year of operation, projects shall meet a cost-effectiveness of \$250,000/ton, and
 2. By the end of the second year of operation, projects shall meet all of the requirements, including cost-effectiveness limit, of Policy #28.a.-h. (existing shuttles).

b. Pilot Trip Reduction:

The project will reduce single-occupancy commute-hour vehicle trips by encouraging mode-shift to other forms of shared transportation. Pilot projects are defined as projects that serve an area where no similar service was available within the past three years, or will result in significantly expanded service to an existing area. Funding is designed to provide the necessary initial capital to a public agency for the start-up of a pilot project so that by the end of the third year of the trip reduction project's operation, the project will be financially self-sustaining or require minimal public funds, such as grants, to maintain its operation. All the following conditions must be met for a project to be eligible for TFCA funds:

- i. Applicants must demonstrate the project will reduce single-occupancy commute-hour vehicle trips and result in a reduction in emissions of criteria pollutants;
- ii. The proposed service must be available for use by all members of the public;
- iii. Applicants must provide a written plan showing how the service will be financed in the future and require minimal, if any, TFCA funds to maintain its operation by the end of the third year;
- iv. If the local transit provider is not a partner, the applicant must demonstrate that they have attempted to have the service provided by the local transit agency. The transit provider must have been given the first right of refusal and determined that the proposed project does not conflict with existing service;
- v. Applicants must provide data and any other evidence demonstrating the public's need for the service, including a demand assessment survey and letters of support from potential users;
- vi. Pilot trip reduction projects that propose to provide ridesharing service projects must comply with all applicable requirements in policy #27.

30. Bicycle Projects:

New bicycle facility projects or upgrades to an existing bicycle facility that are included in an adopted countywide bicycle plan, Congestion Management Program (CMP), countywide transportation plan (CTP), city plan, or the Metropolitan Transportation Commission's (MTC) Regional Bicycle Plan are eligible

to receive TFCA funds. Projects that are included in an adopted city general plan or area-specific plan must specify that the purpose of the bicycle facility is to reduce motor vehicle emissions or traffic congestion.

a. Bicycle Parking:

The project will expand the public's access to bicycle parking. The electronic bicycle lockers and bicycle racks must be publicly accessible and available for use by all members of the public.

Eligible projects are limited to the following types of bike parking facilities that result in motor vehicle emission reductions:

- i. Bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels;
- ii. Electronic bicycle lockers;
- iii. Capital costs for attended bicycle storage facilities; and
- iv. Purchase of two-wheeled or three-wheeled vehicles (self-propelled or electric), plus mounted equipment required for the intended service and helmets.

b. Bikeways:

- i. Class I Bikeway (bike path), new or upgrade improvement from Class II or Class III bikeway;
- ii. New Class II Bikeway (bike lane);
- iii. New Class III Bikeway (bike route);
- iv. Class IV Bikeway (separated bikeway), new or upgrade improvement from Class II or Class III bikeway;

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

31. Bike Share:

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

- a. Projects must either increase the fleet size of existing service areas or expand existing service areas to include new Bay Area communities.
- b. Projects must have a completed and approved environmental plan and a suitability study demonstrating the viability of bicycle sharing.
- c. Projects must have shared membership and/or be interoperable with the Bay Area Bike Share (BABS) project when they are placed into service, in order to streamline transit for end users by reducing the number of separate operators that would comprise bike trips. Projects that meet one or more of the following conditions are exempt from this requirement:
 - i. Projects that do not require membership or any fees for use, or

- ii. Projects that were provided funding under MTC's Bike Share Capital Program to start a new or expand an existing bike share program; or.
- iii. Projects that attempted to coordinate with, but were refused by, the current BABS operator to have shared membership or be interoperable with BABS. Applicants must provide documentation showing proof of refusal.

Projects may be awarded FYE 2021 TFCA funds to pay for up to five years of operations.

32. Arterial Management:

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

33. Smart Growth/Traffic Calming:

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

- a. The development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, pedestrian plan, traffic-calming plan, or other similar plan.
- b. The project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District plan for State and national ambient air quality standards. Pedestrian projects are eligible to receive TFCA funds.
- c. The project must have a completed and approved environmental plan. If a project is exempt from preparing an environmental plan as determined by the public agency or lead agency, then that project has met this requirement.

Traffic calming projects are limited to physical improvements that achieve motor vehicle emission reductions by designing and improving safety conditions for pedestrians, bicyclists or transit riders in residential retail, and employment areas.

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Memorandum

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 20, 2020

TO: Alameda County Transportation Commission

FROM: Gary Husingh, Deputy Executive Director of Projects
John Pulliam, Director of Project Delivery
Vivek Bhat, Director of Programming and Project Controls

SUBJECT: Approve actions necessary to facilitate project advancement into the construction phase for Global Opportunities at the Port of Oakland (GoPort) Program's 7th Street Grade Separation East Project

Recommendation

It is recommended that the Commission approve the following actions related to the Global Opportunities at the Port of Oakland (GoPort) Program's 7th Street Grade Separation East Project:

1. Allocate \$47 million of Measure BB Countywide Freight Corridors (TEP-27) funds which includes \$10 million for the Right of Way (R/W) phase and \$37 million towards the Construction phase;
2. Authorize the advertisement of the Construction phase contract; and
3. Authorize the Executive Director to enter into agreements with project partners and third-party utilities, as necessary for the R/W and Construction phases.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency for the GoPort Program, which includes a program of projects to improve truck and rail access to the Port of Oakland (Port), one of the nation's most vital seaports. These capital improvement projects will substantially increase the efficiency and reliability of goods movement operations, improve the competitiveness of the Port, enhance the safety and incident response capabilities, and improve truck throughput within and near the Port.

The 7th Street Grade Separation East (7SGSE) Project, is one of the three projects included in the GoPort Program. This project proposes to realign and reconstruct the existing substandard railroad underpass between I-880 and Maritime Street, to increase

clearance for trucks, meet other current geometric and seismic standards, and improve the shared pedestrian/bicycle pathway. Additional project details are provided in Attachment A (Project Fact Sheet).

Currently the total estimated cost for the 7SGSE project is \$317 million. Measure BB investments of approximately \$32 million in early phases of the project have helped leverage approximately \$8 million of Senate Bill 1 (SB 1) Local Partnership Program (LPP) funds and \$175 million of SB 1 Trade Corridor Enhancement Program (TCEP) state funds, for a total of \$183 million SB 1 funding from the California Transportation Commission (CTC). The TCEP funds are programmed for construction in Fiscal Year (FY) 2019-20 and are required to adhere to CTC's timely use of funds mandates, including a CTC funding allocation deadline of no later than June 2020. Staff is targeting scheduling the allocation for the May 2020 CTC meeting. The deadline for submitting the fund request for consideration at the May 2020 CTC meeting is March 16, 2020 and requires completion of Ready to List (RTL) package, which includes R/W certification, final design approval, and a fully funded project financial plan.

The Plans, Specifications & Estimate (final design) work is currently at 95% design completion with R/W certification and RTL anticipated in early March 2020. Alameda CTC has been working closely with project stakeholders, including the Port of Oakland, City of Oakland, and Union Pacific Railroad (UPRR), on the final design and R/W requirements for the project. Agreements with project partners, such as the Port, City of Oakland, UPRR and third-party utility owners are necessary to obtain access rights and clear R/W ahead of commencement of project construction activities.

To fulfill the R/W needs and to move the project to construction, staff requests an allocation of \$47 million of Measure BB Countywide Freight Corridors (TEP-27) funds, which includes \$10 million for the R/W phase and \$37 million for the construction phase. The project currently has a funding need of approximately \$102 million. Approving this funding allocation request would reduce the funding need to \$55 million. Alameda CTC staff has been working closely with Metropolitan Transportation Commission (MTC) staff on addressing this funding need with Regional Measure 3 (RM3) Goods Movement funds as well as by submitting a grant for federal funds. Next month staff intends to update the Commission on the status of this request and any potential MTC related actions.

It is anticipated that the construction contract will be advertised by June 2020. Staff expects to return to the Commission in October 2020 with an award recommendation subject to MTC and CTC's approval of construction funding. The construction contract would be funded by state, regional, and local funds, and upon approval, budget will be included in the Alameda CTC Adopted FY 2020-21 Capital Program Budget.

Background

The Alameda CTC is the project sponsor and implementing agency for the GoPort Program, which includes an approximately \$650 million program of projects to improve truck and rail access to the Port of Oakland (Port). The 7th Street Grade Separation East (7SGSE) Project, is one of the three projects included in the GoPort program.

Alameda CTC is implementing the 7SGSE Project in partnership with the Port and the City of Oakland. 7th Street serves as one of the three gateways to access the Port, carrying over 40% of all truck traffic to the Port. The project features include a realignment of the 7th Street roadway, construction of a new railroad bridge structure, improving the shared bicycle/pedestrian pathway to a Class I bike lane that provides connectivity to the Bay Trail, and installation of ITS elements such as changeable message signs.

The 7SGSE project was included in the 2002 Oakland Army Base Redevelopment Environmental Impact Report (EIR) and the 2012 OAB EIR Addendum. Both state-level California Environmental Quality Act documents were approved by the City of Oakland as the Lead Agency and the Port of Oakland as the Responsible Agency. Alameda CTC has worked collaboratively with Caltrans and the Port of Oakland to obtain federal-level National Environmental Policy Act clearance through a Categorical Exclusion from Caltrans in October 2018. A revalidation was completed in May 2019. The 95% level design was completed in December 2019, and stakeholder comments are being incorporated into the final design/construction contract documents.

Several agreements are required to successfully implement the 7SGSE project. Alameda CTC has been working collaboratively with various project stakeholders including the Port of Oakland, City of Oakland, Union Pacific Railroad (UPRR), and utility owners on necessary funding agreements, cooperative agreements, permits, a Construction and Maintenance agreement, utility agreements, R/W agreements, and memorandums of understanding (MOU). Negotiations with UPRR are nearing completion for R/W acquisition required for the project and UPRR-identified rail operational improvements that will mitigate construction impacts to their on-going rail operations. The final design, R/W certification, and RTL are anticipated by early March 2020.

To date, through prior Comprehensive Investment Plan (CIP) actions, the Commission has allocated a total of \$53.02 million of Measure BB funds for the GoPort Program of projects. \$19.02 million of the \$53.02 million allocated Measure BB funds were committed towards the 7SGSE for Project Approval and Environmental Document (PA&ED) and PS&E services, and \$13 million Measure BB funds for the R/W phase activities to prepare for R/W acquisition from UPRR. Based on these early Measure BB investments, the Alameda CTC has successfully leveraged approximately \$8 million of SB 1 LPP funds and \$175 million of SB 1 TCEP state funds, for a total of \$183 million SB 1 funding from the CTC.

The TCEP funds are programmed for construction in Fiscal Year (FY) 2019-20 and are required to adhere to CTC's timely use of funds mandates, including a funding allocation deadline of

no later than June 2020. Staff is targeting scheduling the allocation for the May 2020 CTC meeting. The deadline for submitting the allocation request for the May 2020 CTC meeting is March 16, 2020 and requires a complete Ready to List (RTL) package, which includes R/W certification, final design approval, and a fully funded project financial plan.

Agreements with project partners, such as the Port, City of Oakland, UPRR, and third-party utility owners are necessary to obtain access rights and clear R/W ahead of commencement of project construction activities. To fulfill the R/W needs and to move the project to construction, staff requests an allocation of \$47 million of Measure BB Countywide Freight Corridors (TEP-27) funds which includes \$10 million for the R/W phase and \$37 million for the construction phase. The project currently has a funding need of approximately \$102 million. Approving this funding allocation request would reduce the funding need to \$55 million.

Since 2016 Alameda CTC staff has been actively pursuing external fund sources including federal, state, and regional grants for the GoPort Program. Most recently, in March 2019, Alameda CTC submitted a Federal Infrastructure for Rebuilding America (INFRA) grant application but was unsuccessful. Alameda CTC staff has also been working closely with MTC staff on addressing the remaining funding need with RM3 Goods Movement funds and is submitting another grant application for the 2020 INFRA grant. Next month, staff intends to update the Commission on the status of this request and any MTC related actions, and other activities related to funding the project.

The project must meet the SB 1 construction funding allocation deadline requirements. Staff recommends the following actions necessary to obtain external funding to complete R/W phase activities and to allow the project to be construction ready.

1. Allocate \$47 million of Measure BB Countywide Freight Corridors (TEP-27) funds which includes \$10 million for the R/W phase and \$37 million towards the Construction phase;
2. Authorize the advertisement of the Construction phase contract; and
3. Authorize the Executive Director to enter into agreements with project partners and third-party utilities, as necessary for the R/W and Construction phases.

The estimated construction cost including support costs is approximately \$236 million. It is anticipated that the project will be advertised by June 2020. Staff expects to return to the Commission in October 2020 with an award recommendation of the construction contract subject to MTC's and CTC's approval of construction funding. The construction contract would be funded by state, regional, and local funds, and upon approval, budget will be included in the Alameda CTC Adopted FY 2020-21 Capital Program Budget.

Levine Act Statement: Not applicable.

Fiscal Impact: Approval of the recommended actions will allocate \$47 million of Measure BB Countywide Freight Corridors (TEP-27) funds for subsequent encumbrance and expenditure. The allocation will be included in Alameda CTC's annual budget update for FY 2020-21.

Commission action will be necessary at a future date to allocate funding for the construction contract.

Attachment:

- A. 7th Street Grade Separation East Project Fact Sheet

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7th Street Grade Separation East Project

6.12A

FEBRUARY 2020

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in partnership with the City of Oakland and the Port of Oakland (Port), proposes to implement the Global Opportunities at the Port of Oakland (GoPort) Program, a package of landside transportation improvements within and near the Port. The 7th Street Grade Separation East Project is one critical element of the GoPort program which proposes to realign and reconstruct the existing railroad underpass and multi-use path along 7th Street between west of I-880 and Maritime Street to increase vertical and horizontal clearances for trucks to current standards and improve the shared pedestrian/bicycle pathway.

The purpose of this project is to provide efficient multimodal landside access and infrastructure improvements to promote existing and anticipated Port operations, which are critical to the local, regional, state and national economies by rebuilding and modernizing a key access point to the Port of Oakland.

PROJECT NEED

- Support regional economic development and Port growth potential.
- Minimize likelihood of freight infrastructure failure.
- Provide access and infrastructure improvements for effective multimodal transportation for rail, trucks, automobiles, bicycles and pedestrians.
- Support safe transportation system operations.



PROJECT BENEFITS

- Improves safety, efficiency and reliability of truck and rail access to the Oakland Port Complex
- Reduces congestion and improves mobility
- Reduces emissions and greenhouse gases
- Provides bicycle and pedestrian connectivity to the Bay Trail system
- Increases job opportunities



7th Street, approaching Union Pacific Railroad bridge from the east.



Truck stuck at the 7th Street underpass.



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

STATUS

Implementing Agency: Alameda CTC

Current Phase: Final Design

- California Environmental Quality Act (CEQA) clearance through the 2002 Oakland Army Base Environmental Impact Report (EIR) and the 2012 addendum.
- National Environmental Policy Act (NEPA) clearance through a Categorical Exclusion (CE) was completed on October 25, 2018.

PARTNERS AND STAKEHOLDERS

City of Oakland, Port of Oakland, Federal Highway Administration, California Department of Transportation, Union Pacific Railroad, San Francisco Bay Area Rapid Transit, Metropolitan Transportation Commission and several utility entities

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

PE/Environmental	\$5,400
Final Design (PS&E)	\$21,600
Right-of-Way	\$54,000
Construction	\$236,000
Total Expenditures	\$317,000

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$32,020
State (SB 1 LPP) ²	\$7,980
State (SB 1 TCEP) ³	\$175,000
TBD	\$102,000
Total Revenues	\$317,000

² Senate Bill 1 Local Partnership Program (LPP).
³ Senate Bill 1 Trade Corridor Enhancement Program (TCEP).

SCHEDULE BY PHASE

	Begin	End
Preliminary Engineering/Environmental	Fall 2016	Fall 2018
Final Design	Fall 2018	Early 2020
Right-of-Way	Fall 2018	Early 2020
Construction	Late 2020	2023

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



Memorandum

6.13

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 20, 2020

TO: Alameda County Transportation Commission

FROM: Trinity Nguyen, Director of Project Delivery
Susan Chang, Project Manager

SUBJECT: Approve Amendment No. 4 to the Professional Services Agreement with Parsons Transportation Group (PTG) for the I-80 Gilman Interchange Improvement Project

Recommendation

It is recommended that the Commission authorize the Executive Director to execute Amendment No. 4 to Professional Services Agreement No. A15-0034 with PTG for an additional amount of \$1,350,000 for a total not-to-exceed amount of \$10,220,000 to complete the design phase of the project which includes completing and obtaining approval of the final Plans, Specifications & Estimate (PS&E) package, obtaining Right-of-Way (R/W) certification, and providing bid support services during contract advertisement.

Summary

Alameda CTC is the project sponsor for the I-80 Gilman Interchange Improvements Project, a named capital project in the 2014 Transportation Expenditure Plan. The Project proposes to reconfigure the I-80 Gilman Interchange, located in northwest Berkeley near its boundary with the City of Albany to improve mobility through the Gilman Street corridor and close the gap in local and regional bicycle facilities through the I-80/Gilman Interchange. The main project features include a pair of roundabouts and a new bicycle/pedestrian bridge over I-80. Additional project details are provided in Attachment A (Project Fact Sheet).

The total estimated project cost is \$61,724,000. In addition to the \$12,000,000 in Measure BB funds allocated by the Commission, Alameda CTC has received \$4,152,000 in funding for this project from the Metropolitan Transportation Commission (MTC) through its 2017 Regional Active Transportation Program (ATP) Augmentation and \$25,784,000 in 2018 State Transportation Improvement Program (STIP) funding from the California Transportation Commission (CTC). An additional \$15,445,000 in proposed 2020 STIP funding is pending CTC approval in March 2020. To secure these funds for the project, Alameda CTC must adhere to

the strict delivery deadlines and seek its construction allocation from the CTC by no later than August 2020.

In June 2015, PTG was selected by Alameda CTC to provide preliminary engineering, environmental studies in support of the Project Approval and Environmental Document (PA&ED) phase and final design services. Caltrans approved the environmental document (Environmental Assessment/Finding of No Significant Impact) in June 2019. The PS&E work is at 95% completion. Certification of R/W and Ready to List (RTL) approval by Caltrans is anticipated in June 2020. A project milestones schedule is provided in Attachment B.

Since the initiation of R/W activities in October 2018, two key scope changes have surfaced that were not originally anticipated; replacement of the Golden Gate Fields access and safety treatments at the Union Pacific Railroad crossing on Gilman Street. In addition, Caltrans guidelines for design and R/W have recently been revised and are required to be incorporated into the final design. Lastly, bid support budget was not included in the original agreement budget. The total estimated cost to address these changes is \$1,350,000.

Authorization of Amendment No. 4 to Professional Services Agreement No. A15-0034 with PTG for an additional amount of \$1,350,000, for a total not-to-exceed amount of \$10,220,000 will provide the resources necessary to complete the design phase of the project and comply with the construction funding delivery requirements.

Background

Alameda CTC is the implementing agency for the I-80 Gilman Interchange Improvements Project located in northwest Berkeley near its boundary with the City of Albany. The purpose of the Project is to improve navigation and traffic operations on Gilman Street between West Frontage Road and 2nd Street through the I-80 interchange so that congestion is reduced, queues are shortened, and merging and turn conflicts are minimized. In addition to improving mobility through the Gilman Street corridor, the Project aims to close the gap in local and regional bicycle facilities through the I-80/Gilman Interchange; provide access for bicycles and pedestrians traveling between the Bay Trail and North Berkeley/Albany; and improve safety for all modes of transportation.

The main project features include a pair of roundabouts and a new bicycle/pedestrian bridge over I-80. In total, the project will provide approximately 2.0 miles of new or improved bicycle/pedestrian components. These include Class I, II, III, and IV bike lanes that provide access to and from the overcrossing to the Bay Trail, nearby recreational facilities and surrounding businesses. The total estimated project cost is \$61,724,000.

This project is a named capital project in the 2014 TEP and has an earmark of \$24,000,000 in Measure BB funds. To date, the Commission has approved a total allocation of \$12,000,000 of Measure BB funds for the PA&ED, PS&E, and R/W phases.

The total estimated project cost is \$61,724,000 and a total of \$47,057,000 in Federal, State, and other Local funds have been secured for the project. The majority of the construction

phase funds are from State sources, including \$4,152,000 of ATP and \$41,229,000 of STIP funding, and will require authorization by the CTC. The earliest funding deadline requires that Alameda CTC must obtain approval of the project construction allocation from the CTC by no later than August 2020.

In June 2015, under a competitive selection process, Alameda CTC selected PTG to provide preliminary engineering, environmental studies, and final design services. The resulting Professional Services Agreement No. A15-0034, as approved by the Commission, authorized PTG to provide services for the environmental phase. A public open house was held in April 2016 and in January 2019 the draft environmental document for a refined single alternative was released. It was supported by the cities of Berkeley and Albany, Caltrans, Golden Gate Fields, and Albany Stroller and Rollers. On June 30, 2019, Caltrans approved the environmental document (Environmental Assessment/Finding of No Significant Impact). PTG completed the environmental phase services with a \$4.27 million budget. This is within the expected cost for a project of this size and complexity.

In July 2017, Alameda CTC submitted its project funding application to MTC's Cycle 3 ATP call for projects and in December 2017, was awarded \$4,152,000 in funding from the 2017 Regional ATP Augmentation. In order to accelerate the project schedule and minimize the risks associated with meeting the ATP funding delivery schedule, on December 7, 2017, the Commission authorized \$1,000,000 under Amendment No. 2 to the PTG contract to provide preliminary design services which included advancing the surveys and mapping work, preparing more detailed engineering design, and initiating R/W assessments that were supportable under all options in the environmental document. These tasks were completed within the additional budget.

In May 2018, the Commission authorized Amendment No. 3 for an additional budget of \$5,270,000 to perform concurrent design and maintain an aggressive delivery schedule. The estimated budget was based upon preliminary engineering which had been conceptually approved but not yet fully reviewed by permitting agencies and impacted stakeholders. Two project design elements that were not originally anticipated at the time of the amendment request included the replacement of the Golden Gate Fields access from the westbound Gilman Street offramp and additional safety treatments required by the Union Pacific Railroad at the railroad crossing on Gilman Street. These changes have resulted in a higher level of effort to prepare additional design elements, property assessments, permits and agreements. The Amendment No. 3 budget also could not account for recent modifications to the Caltrans design and R/W guidelines that must be included into the project plans. Lastly, the Amendment No. 3 budget purposely did not include any budget for bid support during the advertisement period as it was too early in the delivery process to assess the required level of effort.

The 95% PS&E was submitted in August 2019 and Caltrans' comments are being incorporated. The 100% PS&E is anticipated to be submitted in March 2020, with R/W certification in early June 2020 and RTL approval by Caltrans in late June 2020. A project milestones schedule is provided in Attachment B.

The estimated cost to complete the design phase, which includes completing and obtaining approval of the final PS&E package, obtaining R/W certification, and providing bid support services during contract advertisement is \$1,350,000. In comparison with Alameda CTC's independent estimate, the proposed negotiated contract amendment with PTG is fair and reasonable to both Alameda CTC and PTG. With this additional budget, the total design phase budget is \$6.162 million or 15.6 percent of construction capital which is in line with industry standards for the project design type and R/W complexities.

The proposed amendment is for a total of \$1,350,000 for a contract total not-to-exceed amount of \$10,220,000 to provide the resources necessary to complete the Final Design/PS&E and bid support phase. The Project's funding plan includes budget from Measure BB funds for this effort. With the proposed modifications, the contract would continue to exceed the Disadvantaged Business Enterprise contract goal of 17 percent.

Staff anticipates that upon award of the construction contract, an amendment will be required for the budget and time necessary for PTG, as the Project Design Engineer of Record, to provide design support services through construction.

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

Fiscal Impact: The action will authorize the encumbrance of \$1,350,000 in previously allocated Measure BB funds for subsequent expenditure. This amount is included in the project funding plan and sufficient budget is included in the Alameda CTC adopted FY 2019-2020 Capital Program Budget.

Attachments:

- A. I-80 Gilman Interchange Improvement Project Fact Sheet
- B. Project Milestones Schedule

Interstate 80/Gilman Street 6.13A Interchange Improvement Project

JANUARY 2020

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans) and the cities of Berkeley and Albany, proposes to reconfigure the Interstate 80 (I-80)/Gilman interchange, located in northwest Berkeley near the City of Albany. The main component of this project is a pair of roundabouts at Gilman Street intersections on both sides of I-80, as well as new pedestrian and bicycle facilities at and near the interchange.

The purpose of the project is to increase safety and improve navigation, mobility and traffic operations on Gilman Street between West Frontage Road and 5th Street through the I-80 interchange. The project will reduce congestion, shorten queues and minimize merging and turning conflicts. In addition to the roundabouts, the project provides:

- A pedestrian and bicycle overcrossing over I-80
- An at-grade pedestrian/bicycle path through the interchange
- A two-way cycle track on Gilman Street, from the interchange to Fourth Street
- A new traffic signal at Gilman and 4th Streets
- A Bay Trail gap closure at the foot of Gilman Street



PROJECT NEED

- Higher than average rates of injury collisions
- Significant roadway deficiencies
- Excess left turn vehicle queue lengths on Gilman Street
- Gap in the San Francisco Bay Trail
- Lack of safe pedestrian and bicycle routes to access recreation areas west of I-80

PROJECT BENEFITS

- Provides safe access for pedestrians and bicyclists
- Reduces congestion and improves mobility
- Simplifies traffic operations, navigation and mobility at the interchange
- Shortens queues
- Reduces turning conflicts and improves merging
- Improves local and regional biking facilities



Overlay of the roundabouts at the project location.



Conceptual rendering of the I-80 Gilman Interchange Improvements project looking north along Eastshore Highway before Gilman Street.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Final Design - Plan, Specifications and Estimate Phase (PS&E).

- Project Study Report - Project Development Support (PSR-PDS) approved by Caltrans in October 2014
- Scoping open house held in April 2016
- Weekly/monthly workshops with stakeholders
- Consensus on pedestrian overcrossing location and Active Transportation Program elements
- Final project approval and environmental document completed in June 2019
- Final Environmental Document approved on June 21, 2019; Project Report approved on June 28, 2019

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC, cities of Berkeley and Albany, East Bay Regional Park District, East Bay Municipal Utility District (EBMUD) and various bicycle groups

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

Planning/Scoping	\$794
PE/Environmental	\$4,809
Final Design (PS&E)	\$6,162
Right-of-Way/Utility	\$4,628
Construction	\$45,331
Total Expenditures	\$61,724

FUNDING SOURCES (\$ x 1,000)

Measure BB	\$12,000
Federal	\$1,076
State (ATP) ¹	\$4,152
State (STIP) ^{2, 3}	\$41,229
Other (Local, State and EBMUD) ⁴	\$345
TBD	\$2,922
Total Revenues	\$61,724

¹ State funding includes the Active Transportation Program (ATP).

² State funding includes the State Transportation Improvement Program (STIP).

³ Includes STIP funding proposed for California Transportation Commission approval in March 2020.

⁴ Other funding includes local, state and East Bay Municipal Utility District (EBMUD) funding.

SCHEDULE BY PHASE⁵

	Begin	End
Scoping	Spring 2012	Fall 2014
Preliminary Engineering/ Environmental	Fall 2015	Summer 2019
Final Design	Fall 2018	Summer 2020
Right-of-Way	Fall 2018	Summer 2020
Construction	Early 2021	Summer 2023

⁵ Schedule subject to funding availability.

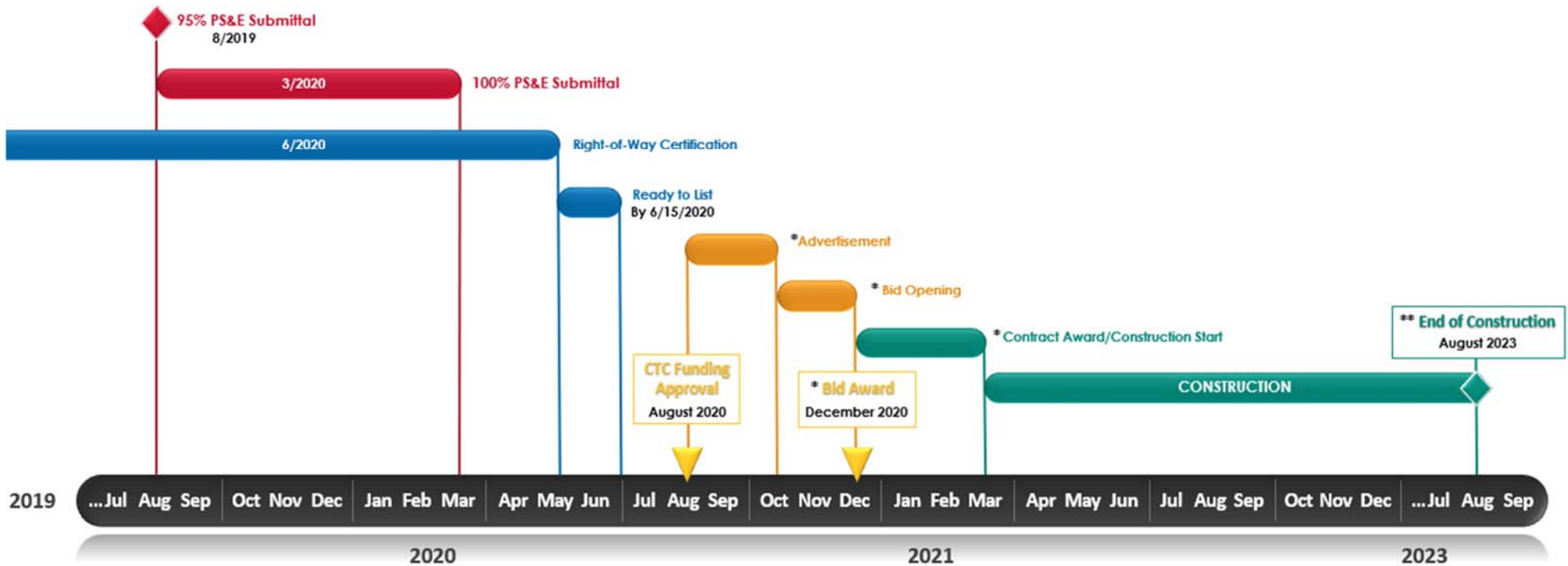
Note: Information on this fact sheet is subject to periodic updates.



Interstate 80/Gilman Street Interchange Improvement

Project Milestone Schedule

6.13B



*Dates subject to change based upon funding approval

**Dates subject to change

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Memorandum

6.14

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 20, 2020

TO: Alameda County Transportation Commission

FROM: Trinity Nguyen, Director of Project Delivery

SUBJECT: Approve Amendment No. 4 to Professional Services Agreement No. A11-0038 with Parsons Corporation for Utility Closeout for the I-80 Integrated Corridor Mobility Project

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 4 to Professional Services Agreement A11-0038 with Parsons Corporation (Parsons) for an additional budget of \$51,000, for a total not-to-exceed amount of \$7,926,523, and a time extension to June 30, 2020 for utility closeout services.

Summary

The I-80 Integrated Corridor Mobility (ICM) Project is an Emerging Project from the 2000 Measure B (ACTIA 27B). The project deployed Intelligent Transportation System (ITS) and Traffic Operation System (TOS) elements along a 20-mile segment of the I-80 corridor from the San Francisco-Oakland Bay Bridge in Alameda County to the Carquinez Bridge in Contra Costa County, and on San Pablo Avenue in the Cities of Oakland, Emeryville, Berkeley, Albany, El Cerrito, Richmond, San Pablo, Pinole, Hercules and unincorporated Contra Costa County. ITS and TOS elements such as active traffic management (via the use of lane use and changeable message signs), adaptive ramp metering and traffic/traveler information (via the use of changeable message signs and information display boards) installed along I-80 and signal synchronization/transit priority and trail blazer signs installed along San Pablo Avenue are managed as one integrated system in order to improve travel time reliability, reduce congestion and improve safety. The Alameda County Transportation Commission (Alameda CTC), in partnership with Caltrans and the Contra Costa Transportation Authority (CCTA), successfully opened this \$79 million project to the public in September 2016.

Alameda CTC's project role included that of implementing agency for the system integration work. Alameda CTC contracted with Parsons to perform system integration for the project, ensure full system functionality, and perform all work required to fully transition

maintenance and operation (M&O) responsibilities to the jurisdictions identified in the project Memorandum of Understanding (MOU) executed June 2012. Parsons, under agreement A11-0038, successfully completed all contracted work with the exception of the transference of one AT&T account which supports the closed-circuit television (CCTV) camera feeds for the project. AT&T requires one legal entity to be liable for supporting the Virtual Private Network (VPN), and as such, Parsons was unable to transfer the account to the responsible jurisdictions as originally conceptualized.

Since October 2019, Alameda CTC and CCTA have been working towards a solution. In December 2019, Caltrans agreed to take over the account; however, Caltrans must reconfigure its network to manage the CCTV feeds in order to establish the account in its name. The cost of the reconfiguration and the payments to AT&T for the utility services until the new Caltrans account is activated, is estimated to be \$51,000. This contract would be funded from a combination of Alameda CTC administered funds and CCTA funds.

Approval of Amendment No. 4 to Agreement A11-0038 with Parsons for \$51,000 and a time extension to June 30, 2020 would allow for the utility closeout and fulfillment of Alameda CTC's project responsibilities under the 2012 MOU.

Background

Alameda CTC is the project sponsor in partnership with Caltrans and CCTA for the I-80 ICM Project which deploys ITS and TOS elements along a 20- mile segment of the I-80 corridor from the San Francisco-Oakland Bay Bridge in Alameda County to the Carquinez Bridge in Contra Costa County and on San Pablo Avenue in the Cities of Oakland, Emeryville, Berkeley, Albany, El Cerrito, Richmond, San Pablo, Pinole, Hercules and unincorporated Contra Costa County. As many as 270,000 vehicles move through the I-80 Corridor and the ITS and TOS elements such as active traffic management (via the use of lane use and changeable message signs), adaptive ramp metering and traffic/traveler information (via the use of changeable message signs and information display boards) installed along I-80 and signal synchronization/transit priority and trail blazer signs installed along San Pablo Avenue are managed as one integrated system in order to improve travel time reliability, reduce congestion and improve safety.

This \$79 million project is funded from a combination of Measure B, CCTA sales tax, regional, state, and federal funds with the majority component (\$65 million) from the Proposition 1B bond program. The project was implemented as six contracts divided between Caltrans and Alameda CTC. Project responsibilities, including funding and O&M responsibilities upon project completion, were memorialized in the June 2012 MOU executed by all Project Stakeholders (Alameda CTC, CCTA, Caltrans, the local jurisdictions along the corridor and transit operators). The MOU will expire in June 2022.

Alameda CTC, as the implementing agency for the system integration work, entered into agreement A11-0038 with Parsons to provide the required professional services. Under this agreement, Parsons installed a centrally located sever at Caltrans District 4 and

established the corresponding communication accounts with AT&T for the CCTV cameras. As part of the transition into the O&M phase, Parsons initiated the transfer of the utility bills to the responsible jurisdiction. For the CCTVs, each requires two (2) AT&T bills, one to produce a feed and one to secure the CCTV camera feed network by a VPN. Parsons has transferred all accounts to the responsible jurisdictions with the exception of the one VPN account. Since AT&T requires one entity to be legally responsible for the CCTV camera network, this account cannot be separated as individual accounts to each of the nine responsible jurisdictions as originally envisioned.

In October 2019, Alameda CTC initiated discussions with CCTA and Caltrans to identify options for the transfer of the one remaining AT&T account. In November 2019, Alameda CTC and CCTA formally requested Caltrans to take on the long-term responsibility for the network. In December 2019, Caltrans indicated that it was willing to take on this responsibility and initiated discussions with AT&T to begin the account transfer. It was believed that the account transfer would be a simple administrative account change; however, due to Caltrans' contractual agreement with AT&T, physical changes to the service connections are required at Caltrans' offices to allow Caltrans to manage the communication lines to the various jurisdictions on the network. Caltrans has obtained agreement with AT&T on the required tasks and the coordination efforts with the AT&T service team to ensure uninterrupted communication services throughout the account transition so that the jurisdictions may continue to effectively manage and respond to traffic needs along the local corridor network. The estimated cost to reconfigure the network, coordinate with AT&T during the transition, and maintain the AT&T communication services during the transition to Caltrans is \$51,000. This cost includes a \$40,000 budget to pay for the AT&T utility services bills. CCTA's funding contribution towards this overall work is \$40,552.

Approval of Amendment No. 4 to Agreement A11-0038 with Parsons for \$51,000 and a time extension to June 30, 2020 would allow for the utility closeout and fulfillment of Alameda CTC's project responsibilities under the 2012 MOU.

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

Fiscal Impact: The fiscal impact of approving this item is \$51,000. The action will authorize previously allocated Alameda CTC administered funds to be used for subsequent expenditure, of which up to \$40,552 would be reimbursed by CCTA. This budget is included in the appropriate project funding plans and has been included in the Alameda CTC Adopted FY 2019-2020 Operating and Capital Program Budget.

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Immediate Past President
BARBARA HALLIDAY
Mayor of Hayward

President
AL NAGY
Mayor of Newark

Vice President
DAVE HAUBERT
Mayor of Dublin

Alameda County Mayors' Conference

Alameda
Marilyn Ezzy Ashcraft

February 13, 2020

Albany
Nick Pilch

Sent Via E-Mail

Berkeley
Jesse Arreguin

Angie Ayers
Public Meeting Consultant
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Dublin
David Haubert

Emeryville
Christian Patz

Fremont
Lily Mei

Dear Ms. Ayers,

Hayward
Barbara Halliday

At its meeting of February 12, 2020, the Alameda County Mayors' Conference reappointed Jeremy Johanson as the District 3 representative to the Alameda County Transportation Commission Bicycle and Pedestrian Advisory Committee for a two-year term commencing March 28, 2020. If this term is inaccurate, please advise so I can adjust my records.

Livermore
John Marchand

Newark
Al Nagy

Please contact Jeremy directly for additional information regarding processing her reappointment.

Oakland
Libby Schaaf

Please contact me if you have any questions regarding this matter.

Piedmont
Robert McBain

Sincerely,

Pleasanton
Jerry Thorne

Steven Bocian

Steven Bocian
Executive Director

San Leandro
Pauline Russo Cutter

Union City
Carol Dutra-Vernaci

c. Ben Schweng

Executive Director
Steven Bocian

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Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, November 21, 2019, 5:30 p.m.

7.2

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 Liz Brisson, Jeremy Johansen, Howard Matis, and Ben Schweng.

Subsequent to the roll call:

Jeremy Johansen and Ben Schweng arrived during item 5.1.

3. Public Comment

There were no public comments.

4. BPAC Meeting Minutes

4.1. Approve September 5, 2019 BPAC Meeting Minutes

David Fishbaugh made a motion to approve this item. Kristi Marleau seconded the motion. The motion passed with the following votes:

Yes: Fishbaugh, Hill, Marleau, Murtha, Turner

No: None

Abstain: None

Absent: Brisson, Johansen, Matis, Schweng

5. Regular Matters

5.1. 2020 Countywide Transportation Plan: Approach

(This item was presented after 5.3)

Carolyn Clevenger presented this item and noted that staff have been working with the Commission since January to develop an approach to the long-range Countywide Transportation Plan (CTP). Ms. Clevenger shared that the 2020 CTP will have a 2050 horizon and will also be included in the Regional Transportation Plan. She noted that the final CTP, once adopted in October 2020, will include: a Vision and Goals, Needs Assessment, Gaps Analysis, and Project Screening. She also noted there will be multiple opportunities for stakeholder engagement before the plan is adopted.

Feliz Hill asked if there are additional changes from the 2016 CTP. Ms. Clevenger said yes, the 2016 CIP did not narrow down and prioritize projects.

This item is for information only.

5.2. I-80/Ashby Avenue (SR-13) Interchange Improvement Project Update

(This item was presented before item 5.1)

Chris Marks noted that Susan Chang and John Kenyon with TY Lin will provide a status update and receive feedback from the committee on the bicycle and pedestrian facilities for the I-80/Ashby Avenue (SR-13) Interchange Improvement project. Ms. Chang provided a brief update on the I-80/Gilman Interchange project, last presented to BPAC in October 2017. She noted that the environmental document was cleared in June 2019, and concurrent design was being done with input from weekly stakeholder workshops that were held with the cities of Albany and Berkeley. Ms. Chang noted that the project is at 95 percent design and the project will go out for bid next year to be followed by construction. Regarding the I-80/Ashby Avenue Interchange Improvement Project, Ms. Chang stated the scoping meeting was held in May and the project is currently going through the screening process. A bicycle and pedestrian stakeholder group has been formed with the cities of Emeryville and Berkeley to collect specific input on the active transportation elements of the intersection reconfiguration. John Kenyon presented this agenda item and provided an update on the project background, timeline, status, and key design challenges and issues. Mr. Kenyon requested BPAC to provide input/feedback.

Dave Murtha asked how will the land around the intersection will be used. Mr. Kenyon stated that the project team is having discussions with Caltrans about a vista point and that the project would go beyond traditional landscaping. Ms. Chang stated that it's expected that the land will stay a Caltrans Right-of-Way and will remain for public use.

Dave Murtha asked which of the at-grade crossings would be signalized. Mr. Kenyon said currently it's a signalized intersection with no turn on red in each option, and Ms. Chang stated that a full intersection analysis will need to be done.

Dave Murtha asked if the diverging diamond intersection configuration would run bicycle and pedestrian facilities down the center of the diamond or will the approach be similar to the tight diamond. Mr. Kenyon stated that they have a free-flow high speed movement so you do not want people crossing travel lanes. Brian Ray stated that it would be more exposure and putting it in the middle is a way to mitigate the exposure and the number of conflict points.

Ben Schweng asked if elevation can be gained on 65th for Option C. Mr. Kenyon said you could; however, it would require a significant land acquisition.

Ben Schweng commented that the ramp turns should be widened. The bicycle turns should open up by 10 to 12 feet and that the design should include treatments to account for the nearby homeless population.

Feliz Hill asked if Option C was designed to meet American Disabilities Act requirements. Mr. Kenyon said yes, and that gentle grades also allow a more comfortable experience for all users.

Matt Turner encouraged changing the turn width to handle things like cargo bikes which may grow in popularity in the future. He also noted that crime prevention through environmental design is important especially for this intersection.

A public comment was heard from Jonathan Singh resident of Emeryville and he strongly supports a separated bicycle and pedestrian crossing and suggested a more limited re-design of the intersection for vehicles.

A public comment was heard from Preston Jordan. He noted that the process used for the I-80/Gilman Interchange project was successful and will benefit this project as well. He suggested considering user volumes like those on nearby University Avenue overcrossing which has no motorist traffic crossings.

This item is for information only.

5.3. San Pablo Avenue Multimodal Corridor

(This item was presented after 5.2)

Carolyn Clevenger provided a project update and requested input on the San Pablo Avenue Corridor Project. Ms. Clevenger noted that in February 2019 staff presented BPAC with different alternative concepts that were taken into outreach. She presented a project status update and schedule, the results of outreach efforts conducted in Spring 2019, and a summary of the technical analysis along with the next steps.

Ben Schweng asked about total throughput with a bus-only lane versus two auto travel lanes. Ms. Clevenger said the alternative with two auto lanes has the highest person-throughput and noted that as automobile performance degrades the bus did not pick up enough passengers to make up the loss of auto capacity.

Ben Schweng commented on parking needs in the area that should be paired with development. He also stated that potential business owners will not be able to come in without parking being available. Ms. Clevenger stated that Berkeley and El Cerrito business communities were especially vocal about parking loss. El Cerrito has decreased parking requirements for new housing developments and is concerned about parking loss on San Pablo.

Feliz Hill asked what pedestrian improvements are requested by cities. Ms. Clevenger stated that maintenance was an issue especially for the median. Other concerns are lighting, cross walk improvements, and cleaning up star intersections in Oakland.

Kristi Marleau commented that Concept A2 is Bike East Bay's preference and she requested staff to explain the trade-offs for bike and bus-only lanes vs. other options.

Ms. Clevenger said it difficult is enforce side-running bus and there are concerns with intersection delays at major intersections. Benefits for side-running bus lanes are more room at intersections, constructability and some see side bus stop locations as easier to access for pedestrians.

David Fishbaugh asked if the project will use a variety of concepts to treat the different parts of the corridor and how will the concepts be merged. Ms. Clevenger stated that the team will look at as much consistency as possible, while respecting local context.

Ben Schweng asked if the models consider parking and double parking. Adam Dankberg from Kimley-Horn stated that double parking is not accounted for in the countywide travel model used. He noted that some enforcement technologies are emerging that may reduce double parking.

Jeremey Johansen asked how much space was required for a bus stop in the median. Mr. Dankberg stated that at a minimum of 10 feet for one direction and 14 feet for stops serving both directions. He noted that this will also accommodate people with disabilities. Mr. Johansen asked how does this compare to side-running. Mr. Dankberg said that 13 feet were required for a stop for side-running buses. Ms. Clevenger stated that during outreach seniors and people with disabilities reported they are not comfortable with median stops.

Jeremey Johansen asked if there would be bus shelters. Mr. Dankberg said yes, for rapid stops.

Ben Schweng commented bus shelters are best in the center to discourage encampments.

Matt Turner noted deciding between center and side for the bus is challenging. The center bus is a lot of work and has higher costs to businesses and public works. Mr. Turner commented that in regards to bicycles he suggested extending side walks to provide more protection. He stated concerns around driveways, but they can be overcome with established design. Mr. Turner said that enforcement on side-running bus is critical to preserving bus performance.

A public comment was heard from Jonathan Singh. He said he supports Concept A with the bus in the center lanes. He encouraged including protected and continuous bicycle lanes along the length of the corridor.

A public comment was heard from Preston Jordan. He stated that he addressed a letter to BPAC three months earlier and the committee received it tonight. Mr. Jordan requested continuation of this item in the next meeting since the BPAC did not have an opportunity to read his correspondence in advance. Regarding the project, he requested to add Concept A3, with center-running bi-directional segment buses and remove Concept D.

A public comment was heard from Ian Macleod. He encouraged including protected and continuous bicycle lanes along the length of the corridor.

Dave Murtha commented that if a lane is dedicated for bicycles they should be grade-separated to be protected from encroachment.

The committee discussed the delay in receiving written communications from the public for items on the agenda. They suggested staff should send the correspondence addressed to the BPAC, and which are received in advance of the meeting, so the BPAC members have time to review the correspondence. The BPAC also discussed continuing this item for discussion at the next meeting. Ms. Clevenger stated that staff will determine a method for distributing public communications to the BPAC. Regarding continuing the San Pablo Avenue Multimodal Corridor item in the February meeting, Ms. Clevenger stated that there are no decision being made, so it would be most helpful to start the next phase of project and bring this item back later when there is new information to share.

David Fishbaugh made a motion to receive public communications prior to BPAC meetings for items on the BPAC agenda. Matt Turner second the motion. The motion passed with the following votes:

Yes: Fishbaugh, Hill, Johansen, Marleau, Murtha, Schweng, Turner
No: None
Abstain: None
Absent: Brisson, Matis

This item is for information only.

6. Staff Reports

6.1. Caltrans District 4 Pedestrian Plan Update

Chris Marks gave an update on Caltrans District 4 Pedestrian Plan.

Ben Schweng requested a place to make a comment on resiliency and noted that Caltrans closes roads to cars, trucks, bicycles and pedestrians due to problems such as flooding; however, bicycles and pedestrians should be able to continue to travel the roads even if cars can't. Chris Marks noted that Caltrans is soliciting input on their pedestrian plan, and suggested Mr. Schweng provide feedback in that forum.

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 February 13, 2020, 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	Dec-19	Dec-21
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

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Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 20, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: Receive an Update from the Metropolitan Transportation Commission/Bay Area Toll Authority on Analysis of a Bus Improvements to and over the San Francisco-Oakland Bay Bridge

Recommendation

Receive an Update from the Metropolitan Transportation Commission/Bay Area Toll Authority (MTC/BATA) on analysis of potential bus transit improvements to and over the San Francisco-Oakland Bay Bridge.

Summary

At the Commission's January 2020 meeting, the Commission discussed adding specific language to the 2020 Legislative Program advocating for a bus lane on the Bay Bridge. Assemblymember Rob Bonta has introduced a spot bill with the intention of exploring the potential to advance legislation for a bus lane on the Bay Bridge. At the January meeting, the Commission noted its support for transit improvements on the Bay Bridge corridor and requested additional information regarding specific analysis of a potential bus lane on the Bay Bridge and other transit priority improvements to the bridge corridor.

Alameda CTC has actively coordinated with partner agencies to facilitate a dialogue on this important issue. This has included discussions and meetings at a staff and Alameda CTC Commissioner-level with MTC/BATA, AC Transit, BART, Caltrans, and the cities of Oakland and Emeryville, where the Bay Bridge touches down in Alameda County, as well as Alameda CTC's counterpart in San Francisco, the San Francisco County Transportation Authority. MTC/BATA staff will present the results of initial analysis recently conducted.

February Planning, Policy and Legislation Committee (PPLC) meeting

At the February 11, 2020 PPLC Committee meeting, Andy Fremier, Deputy Executive Director of MTC/BATA presented an overview of the analysis MTC has conducted to date and identified an initial package of improvements. PPLC members expressed

support for both the near-term improvements on the approaches as well as continuing to analyze additional transit priority improvements leading to and over the bridge. Specific improvements discussed include high occupancy lanes on I-80 and a bus lane on the bridge, as well as supporting supportive infrastructure such as buses, bus yards and transportation demand management (TDM) programs. Alameda CTC and MTC already jointly funded the work on I-580 that identified some of these short-term improvements, and we are working with MTC staff to identify additional funds to move these near-term projects as quickly as possible.

The Commission requested staff to continue to work with MTC, Caltrans and our other partners to develop proposals for Assemblymember Bonta to consider in his legislation and to pursue funding for the near-term improvements. The Commission directed staff to bring principles for inclusion in Assemblymember Bonta's bill and to provide an update on funding and partnership efforts in March.

February MTC/BATA Committee Meetings

At the February 12, 2020 meeting of the Bay Area Toll Authority Oversight Committee, Andy Fremier provided the same update he provided PPLC on the Bay Bridge analysis. Committee members expressed strong support for near-term improvements on the approaches to the Bay Bridge, and interest in continued partnership amongst the agencies to advance the improvements. The Commission discussion included a mix of support for and concern about a bus lane across the Bridge. Support was focused on the region's need to articulate clear prioritization for transit, while concerns were focused on impacts to the overall freeway system.

MTC's Programming and Allocations Committee approved referring a recommendation to the full MTC Commission to provide \$3 million to identify a range of innovative near- to mid-term operational improvements and demand management strategies to address traffic flow and circulation along I-80 from the Carquinez Bridge to the Bay Bridge toll plaza.

Fiscal Impact: There is no fiscal impact. This is an information item only.