



Alameda CTC Commission Agenda Thursday, May 28, 2020 2:00 p.m.

Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

Members of the public wishing to submit a public comment may do so by emailing the Clerk of the Commission at vlee@alamedactc.org by 5:00 p.m. the day before the scheduled meeting. Submitted comments will be read aloud to the Commission and those listening telephonically or electronically; if the comments are more than three minutes in length the comments will be summarized. Members of the public may also make comments during the meeting by using Zoom's "Raise Hand" feature on their phone, tablet or other device during the relevant agenda item, and waiting to be recognized by the Chair. If calling into the meeting from a telephone, you can use "Star (*) 9" to raise/ lower your hand. Comments will generally be limited to three minutes in length.

Chair:	Pauline Russo Cutter, Mayor City of San Leandro	Executive Director:	Tess Lengyel
Vice Chair:	John Bauters, Councilmember City of Emeryville	Clerk of the Commission:	Vanessa Lee

Location Information:

Virtual Meeting Information: <https://zoom.us/j/95147851924?pwd=RW8rcmN5VWMvR2pJaHdwaGtMdmZydz09>
Webinar ID: 951 4785 1924
Password: 188340

For Public Access Dial-in Information: 1 (669) 900 6833
Webinar ID: 951 4785 1924
Password: 188340

To request accommodation or assistance to participate in this meeting, please contact Vanessa Lee, the Clerk of the Commission, at least 48 hours prior to the meeting date at: vlee@alamedactc.org

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

4. Chair and Vice Chair Report

5. Executive Director Report

6. Consent Calendar

Page/Action

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

- | | | | |
|-------|--|-----|---|
| 6.1. | Approve April 23, 2020 Commission Meeting Minutes | 1 | A |
| 6.2. | FY2019-20 Third Quarter Report of Claims Acted Upon Under the Government Claims Act | 5 | I |
| 6.3. | Receive 2019 Alameda CTC Annual Report | 7 | I |
| 6.4. | Approve Alameda CTC Investment Policy | 9 | A |
| 6.5. | Approve Alameda CTC FY2019-20 Third Quarter Consolidated Financial Report | 23 | A |
| 6.6. | Approve Alameda CTC FY2019-20 Third Quarter Investment Report | 29 | A |
| 6.7. | Approve an amendment to the Alameda CTC Administrative Code in order to create the Multi-Modal Committee and clarify other management and administrative items of the Commission | 47 | A |
| 6.8. | Approve 2020 Comprehensive Investment Plan Update | 69 | A |
| 6.9. | Approve actions necessary to facilitate project advancement into the construction phase for I-80 Gilman Interchange Improvements Project | 93 | A |
| 6.10. | Approve Amendment No. 3 to Agreement 15R390000 with the California Highway Patrol for I-580 Express Lanes Enforcement Services | 99 | A |
| 6.11. | Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments | 103 | I |
| 6.12. | 2020 Countywide Transportation Plan: Community-Based Transportation Plan Update | 105 | I |

7. Finance and Administration Committee

The Finance and Administration Committee approved the following action items, unless otherwise noted in the recommendations.

- | | | | |
|------|---|-----|---|
| 7.1. | Approve the Alameda CTC FY2020-21 Proposed Budget | 119 | A |
|------|---|-----|---|

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. | Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment | 127 | A |
| 8.2. | Federal, state, regional, and local legislative activities update | 169 | A/I |

9. Commission Member Reports

10. Adjournment

Next Meeting: June 25, 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, submit an email to the clerk or use the Raise Hand feature or if you are calling by telephone press *9 prior to or during the Public Comment section of the agenda. Generally public comments will be limited to 3 minutes.
- 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 Schedule of Upcoming Meetings Through June 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

Director Rebecca Saltzman

City of Alameda

Mayor Marilyn Ezy 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-Vemaci

Executive Director

Tess Lengyel

Commission and Committee Meetings

Time	Description	Date
9:00 a.m.	Multi-Modal Committee (MMC)	June 8, 2020
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
1:00 p.m.	Alameda CTC Audit Committee	June 8, 2020
2:00 p.m.	Alameda CTC Commission Meeting	June 25, 2020

Advisory Committee Meetings

1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	June 4, 2020
1:30 p.m.	Paratransit Advisory Committee	June 29, 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.alameda-ctc.org). Meetings subject to change.



1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioners Miley, Dutra-Vernaci, Kaplan, and Thao.

Commissioner Cox attended as an alternate for Commissioner Chan.

Subsequent to the roll call:

Commissioner Miley arrived during Item 4. Commissioner Thao arrived during item 6. Commissioner Kaplan arrived during the discussion of item 6.2. Commissioner Pilch left after item 7.2.

3. Public Comment

There were no public comments.

4. Chair and Vice Chair Report

Commissioner Cutter thanked the Commissioners, staff and members of the public for their cooperation and patience in adjusting to the ways in which the agency is conducting public meetings remotely. She stated that it is important that we continue our commitment to support transportation projects, programs, transit operations, jobs and mobility during this crisis; and she noted that Commissioner should have received meeting invites for planning area briefings for the Countywide Transportation Plan. Commissioner Bauters provided instructions to the Commission regarding technology procedures.

5. Executive Director Report

Tess Lengyel commended the Commission for addressing the stimulus package that will keep people working. Ms. Lengyel noted that Alameda CTC is continuing to move forward with the Countywide Transportation Plan and the Affordable Student Transit Program (ASTPP). She noted that the agency is working to leverage funds for programs and she provided an update on the sales tax revenues that are expected to be impacted by the Coronavirus pandemic. Ms. Lengyel noted that Alameda CTC will not see true impacts of the pandemic on sales tax revenues until late June 2020, because the state issues the sales tax revenues two months in arrears.

Commissioner Pilch ask if we have been able to take advantage of fewer vehicles on the road to expedite roadway projects. Ms. Lengyel replied that work on I-680 Northbound is in progress and that construction has been expedited due to fewer vehicles on the roadway.

Commissioner Halliday asked what is being done in regards to the roadway construction industry and how the agency is moving construction work forward in lieu of new social distancing requirements. Ms. Lengyel said that staff is supportive of moving projects into construction, such as the I-680 Northbound as well as the toll system software development portion of the I-680 express lanes. She noted that Alameda CTC construction projects are being done in accordance with state and county health directives.

6. Consent Calendar

- 6.1.** Approve March 26, 2020 Commission Meeting Minutes
- 6.2.** Approve the FY2019-20 Mid-Year Budget Update
- 6.3.** Award the Global Opportunities at the Port of Oakland (GoPort) Program Freight Intelligent Transportation System (FITS) Project System Integration and Application Development Contract to Parsons Transportation Group, Inc.
- 6.4.** Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

Commissioner Ezzy Ashcraft pulled item 6.2 and asked what period of time did the updated numbers on the mid-year budget cover. Ms. Reavey said the period is for the current Fiscal Year, FY2019-20, which is July 1, 2019 through June 30, 2020. She stated that Alameda CTC will not see the true impact on sales tax revenues until late June 2020, because the state issues the sales tax revenues two months in arrears.

Commissioner Ezzy Ashcraft asked is it possible to have more frequent budget updates. Ms. Lengyel stated that we will provide the Commission with more regular updates on the budget. She mentioned that in May 2020 the Commission will see the budget for FY2020-21. If a budget adjustment is needed staff will bring it in the fall.

Commissioner Kaplan asked if there was a breakdown of sales tax revenue. Ms. Lengyel said we do not have the numbers broken out now. The first set of data will be received in May so the Commission will see the full implication in June. Ms. Reavey stated Alameda CTC did not see anything different with the Wayfair/online sales tax.

Commissioner Arreguin asked how revenue loss with COVID-19 impact the development of the Countywide Transportation Plan (CTP) projects. Ms. Lengyel said the projects listed in the Transportation Expenditure Plan are moving forward and that the CTP has a 2050 planning horizon. Ms. Lengyel noted that Discretionary funding will go down as the sales tax goes down and the gas tax loss will also impact Alameda CTC projects.

Commissioner Ezzy Ashcraft moved to approve item 6.2. Commissioner Pilch seconded the motion. The motion passed with the following votes:

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

Commissioner Ezzy Ashcraft moved to approve the remaining items on the Consent Calendar, except 6.2. Commissioner Mei seconded the motion. The motion passed with the following votes:

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

7. Finance and Administration Committee (FAC)

7.1 Conference with Legal Counsel – Anticipated Litigation (Pursuant to Government Code Section 54956.9(d)(2)) Significant exposure to litigation- One case

7.2. Report on Closed Session

Zack Wasserman, General Counsel at Wendel Rosen, reported that there was no action taken in closed session.

7.3. Approve the Revised Alameda CTC Organizational Structure and procurement of a human resources consultant to support implementation of organizational changes

Tess Lengyel recommended that the Commission approve the revised Alameda CTC organizational structure intended to provide staffing resources required for the delivery of critical and complex projects and programs. Ms. Lengyel stated that the revised structure will provide staff resources needed to address the complex and significant workload at Alameda CTC. Ms. Lengyel also requested Commission approval for the Executive Director to issue a Request for Qualification (RFQ) and/or Request for Proposals (RFP), enter into negotiations, and execute a professional services contract with the top-ranked firm for human resource services.

Commissioner Ezzy Ashcraft suggested Alameda CTC hire four positions now and come back to fill the other four positions after the shelter-in-place order is lifted.

Commissioner Carson asked for the methodology that will be used to move up to eight positions and how will they be integrated. Ms. Lengyel stated that an assessment was done on the agency that determined that Alameda CTC has a growing work program. She noted that after review of the work flow, the recommendation is that the timing of hiring is to stagger the positions over the coming year, and fill the positions that are necessary now.

Commissioner Valle moved to approve the item. Commissioner Bauters seconded the motion. The motion passed with the following votes:

Yes: Arreguin, Bauters, Carson, Cox, Cutter, Ezzy Ashcraft, Freitas, Haggerty, Halliday, Haubert, Kaplan Marchand, McBain, Mei, Miley, Ortiz, Saltzman, Thao, Thorne, Valle

No: None

Abstain: None

Absent: Dutra-Vernaci, Pilch

8. Planning, Policy and Legislation Committee (PPLC)

8.1. Federal, state, regional, and local legislative activities update

Tess Lengyel gave an update on federal, state, regional, and local legislative activities. She discussed the federal Cares Act stimulus funds that are distributed by the Metropolitan Transportation Commission (MTC) for Bay Area transit operators. Ms. Lengyel noted that the state legislature is scheduled to resume in May 2020. She also noted that AB2824 (Bonta's bill) is not moving forward; however, the agency is working with partner agencies to move projects identified to improve Bay Bridge corridor transit service forward. The May Revise will come out by June 15, 2020. On the Federal level there is discussion on an infrastructure stimulus and Alameda CTC is working on developing a project list if a stimulus package is developed.

This item is for information only.

9. Commission Member Reports

Commissioner Kaplan requested going forward to ensure projects keep moving forward in a safe way; the transportation infrastructure is essential.

Commissioner Ortiz gave appreciation to the MTC commissioners that gave \$80 million of the stimulus package to AC transit.

Commissioner Saltzman thanked MTC as well for their stimulus package. She noted that BART does not have additional masks to give out. She requested if members of the Commission have additional masks BART will appreciate assistance.

10. Adjournment

The next meeting is Thursday, May 28, 2020 at 2:00 p.m.



Memorandum

6.2

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

DATE: May 21, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: FY2019-20 Third 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 Third 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 third 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

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

DATE: May 21, 2020

TO: Alameda County Transportation Commission

FROM: Carolyn Clevenger, Deputy Executive Director of Planning and Policy
Patricia Reavey, Deputy Executive Director of Finance and Administration

SUBJECT: Receive 2019 Alameda CTC Annual Report

Recommendation

This item is to inform the Commission that the 2019 Alameda CTC Annual Report has been prepared and completed for distribution. This item is for information only.

Summary

Alameda CTC prepares an annual report each year, as required in the Public Utilities Code section 180111, on progress made to achieve the objective of improving transportation in Alameda County. The 2019 Annual Report highlights key transportation programs and projects that Alameda CTC plans, funds, and delivers and includes financial information for FY 2018-19.

Many of these transportation investments are funded largely through local, voter-approved Measure B and Measure BB sales tax dollars and local, voter-approved Vehicle Registration Fee (VRF) funds. The annual report includes financial information related to Measure B and Measure BB revenues and expenditures for the year ended June 30, 2019, as well as information related to the VRF Program, including the total net VRF revenue from the start of the program, and revenues and expenditures through June 30, 2019. The final report can be found on [Alameda CTC's Reports web page](#) in the Annual Reports dropdown list.

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

Attachment:

- A. [2019 Alameda CTC Annual Report](#) (hyperlinked to web)

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Memorandum

6.4

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

DATE: May 21, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: Approve Alameda CTC Investment Policy

Recommendation

It is recommended that the Commission review and approve an update to the current Alameda CTC investment policy that was adopted in May 2019.

Summary

An update to the Alameda CTC investment policy is attached as a red line version to show one change recommended since the investment policy was adopted in May 2019. The one recommended change located in *Appendix I* to the policy removes the dollar value listed as the maximum deposit amount allowed in the Local Agency Investment Fund (LAIF) and leaves the wording "as limited by LAIF." This change has been recommended because removing the specific amount ensures that the agency continues to operate within the policy guidelines throughout the fiscal year in the event LAIF changes the maximum again. The currently adopted policy permits Alameda CTC to invest in LAIF up to the maximum amount as determined by LAIF, and removal of the specific dollar amount does not change the actual policy.

Background

The California Government Code Section 53600.5 states, "... the primary objective of a trustee shall be to safeguard the principal of the funds under its control. The secondary objective shall be to meet the liquidity needs of the depositor. The third objective shall be to achieve a return on the funds under its control." These objectives also are reflected in Alameda CTC's investment policy, in the order of priority demonstrated in the California Government Code. Staff has reviewed the investment policy in consultation with investment advisors and is recommending one immaterial change to the currently adopted investment policy. Staff is recommending that the Commission review and approve an update to the Alameda CTC investment policy as it is best practice for an investment policy to be reviewed

and approved on an annual basis. The current investment policy was adopted by the Commission in May 2019.

The attached investment policy (Attachment A) was developed in accordance with the California Government Code in order to define parameters and guide staff and investment advisors in managing Alameda CTC's investment portfolio. The policy formalizes the framework for Alameda CTC's investment activities that must be exercised to ensure effective and prudent fiscal management of Alameda CTC's funds. The guidelines are intended to be broad enough to allow staff and the investment advisors to function properly within the parameters of fiscal responsibility and authority, yet specific enough to adequately safeguard the investment assets.

The primary objectives of the investment activities within the policy safeguard Alameda CTC assets by mitigating credit and interest rate risk, provide adequate liquidity to meet all operating requirements of Alameda CTC, and attain a market rate of return on investments taking into account the investment risk constraints of safety and liquidity needs.

Through the proposed investment policy, the Commission appoints the Executive Director and the Deputy Executive Director of Finance and Administration as Investment Officers who are responsible for the investment program of the Alameda CTC and will act responsibly as custodians of the public trust. The policy requires the Investment Officers to design internal controls around investments that would prevent the loss of public funds from fraud, employee error, misrepresentation by third parties, unanticipated changes in financial markets or imprudent actions by employees and officers of Alameda CTC. It also allows the Investment Officers to periodically reset performance benchmarks to reflect changing investment objectives and constraints.

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

Attachment:

- A. Draft Alameda CTC Investment Policy May 2020

Alameda County Transportation Commission

DRAFT

Investment Policy

May ~~2019~~2020

I. Introduction

The intent of the Investment Policy of the Alameda County Transportation Commission (Alameda CTC) is to define the parameters within which funds are to be managed. The policy formalizes the framework for Alameda CTC's investment activities that must be exercised to ensure effective and prudent fiscal and investment management of Alameda CTC's funds. The guidelines are intended to be broad enough to allow Alameda CTC's Investment Officers (as defined below) to function properly within the parameters of responsibility and authority, yet specific enough to adequately safeguard the investment assets.

II. Governing Authority

The investment program shall be operated in conformance with federal, state, and other legal requirements, including the California Government Code.

III. Scope

This policy applies to activities of Alameda CTC with regard to investing the financial assets of all funds (except bond funds and retirement funds). In addition, any funds held by trustees or fiscal agents are excluded from these rules; however, all such funds are subject to regulations established by the State of California.

Note that any excluded funds such as employee retirement funds, proceeds from certain bond issuances and Other Postemployment Benefits (OPEB) trust assets are covered by separate policies.

IV. General Objectives

The primary objectives, in order of priority, of investment activities shall be:

1. *Safety*

Safety of principal is the foremost objective of the investment program. Investments shall be undertaken in a manner that seeks to ensure the preservation of capital in the overall portfolio. The goal will be to mitigate credit and interest rate risk.

2. *Liquidity*

The investment portfolio shall remain sufficiently liquid to meet all operating requirements that may be reasonably anticipated.

3. *Return*

The investment portfolio shall be designed with the objective of attaining a market rate of return throughout budgetary and economic cycles, taking into account the investment risk constraints of safety and liquidity needs.

V. Standard of Care

1. *Prudence*

The standard of prudence to be used by investment officials shall be the "prudent investor" standard (California Government Code Section 53600.3) and shall be applied in the context of managing an overall portfolio. Investment Officers acting in accordance with written procedures and the investment policy and exercising due diligence shall be relieved of personal responsibility for an individual security's credit risk or market price changes, provided deviations from expectations are reported in a timely fashion and appropriate action is taken to control adverse developments.

"When investing, reinvesting, purchasing, acquiring, exchanging, selling, or managing public funds, a trustee shall act with care, skill, prudence, and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency. Within the limitations of this section and considering individual investments as part of an overall strategy, investments may be acquired as authorized by law."

2. *Delegation of Authority and Responsibilities*

Responsibilities of the Commission - The Commission, in its role as Alameda CTC's governing body, will retain ultimate fiduciary responsibility for the portfolios. They will receive quarterly reports for review, designate Investment Officers and annually review and adopt the investment policy.

The Commission hereby designates the Executive Director and the Deputy Executive Director of Finance and Administration, as Treasurer, as the Investment Officers.

Responsibilities of the Investment Officers - The Investment Officers are jointly responsible for the operation of the investment program. The Investment Officers shall act in accordance with written procedures and internal controls for the operation of the investment program consistent with the Investment Policy. All participants in the investment process shall seek to act responsibly as custodians of the public trust. No officer may engage in an investment transaction except as provided under the terms of this policy and supporting procedures.

Responsibilities of the Investment Advisor - Alameda CTC may engage the services of one or more external investment advisors to assist in the management of the investment portfolio in a manner consistent with Alameda CTC's objectives. Investment advisors may be granted discretion to purchase and sell investment securities in accordance with this Investment Policy and the California Government Code and must be registered under the Investment Advisors Act of 1940 or be a bank, regulated by the Office of the Comptroller of the Currency (OCC) or Federal Reserve operating under the fiduciary exemption from the Security and Exchange Commission. Any investment advisor shall be required to prepare and provide comprehensive reports on Alameda CTC's investments on a monthly

and quarterly basis, and as requested by Alameda CTC's Investment Officers. At no time shall the investment advisor maintain custody of Alameda CTC cash or assets.

Responsibilities of the Custodian - A third party bank custodian shall hold Alameda CTC cash and assets under management by any investment advisor in the name of Alameda CTC. The custodian shall receive direction from the investment advisor on settlement of investment transactions.

VI. Selection of Financial Institutions and Broker/Dealers

Alameda CTC's procedures are designed to encourage competitive bidding on transactions from an approved list of broker/dealers in order to provide for the best execution on transactions.

The Investment Officer, or the investment advisors, shall maintain a list of authorized broker/dealers and financial institutions that are approved for investment purposes. This list will be developed after a process of due diligence confirming that the firms qualify under the Securities and Exchange Commission Rule 15C3-1 (uniform net capital rule). Alameda CTC shall purchase securities only from authorized institutions or firms.

The Investment Officer, or the investment advisor, shall obtain competitive offers on all purchases of investment instruments purchased on the secondary market whenever possible. A competitive bid can be executed through a bidding process involving at least three separate brokers/financial institutions or through the use of a nationally recognized trading platform.

VII. Safekeeping and Custody

1. Delivery vs. Payment

All trades of marketable securities will be executed on a delivery vs. payment (DVP) basis to ensure that securities are deposited in Alameda CTC's safekeeping institution prior to the release of funds.

2. Third-Party Safekeeping

Securities will be held by an independent third-party safekeeping institution selected by Alameda CTC's Investment Officers. All securities will be evidenced by safekeeping receipts in Alameda CTC's name. The safekeeping institution shall annually provide a copy of its most recent report on internal controls – Service Organization Control Reports (formerly SAS 70) prepared in accordance with the Statement on Standards for Attestation Engagements (SSAE) No. 16 (effective June 15, 2011.)

3. Internal Controls

The Investment Officers are responsible for establishing, maintaining and documenting an internal control structure designed to ensure that the assets of Alameda CTC are protected from loss, theft or misuse. The controls shall be designed to prevent the loss of public funds arising from fraud, employee error, misrepresentation by third parties, unanticipated changes in financial markets, or imprudent actions by employees and officers of Alameda CTC.

VIII. Authorized Investments

The following investments will be permitted by this policy and are those authorized in the California Government Code.

1. United States Treasury notes, bonds, bills, or certificates of indebtedness, or those for which the faith and credit of the United States are pledged for the payment of principal and interest.
 - a. Maximum maturity: 5 years
 - b. Maximum percent of portfolio: 100%
2. Federal agency or United States government-sponsored enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies or United States government-sponsored enterprises.
 - a. Maximum maturity: 5 years
 - b. Maximum percent of portfolio: 100%
 - c. Type: Senior debt obligations
 - d. Maximum per issuer: 35%
3. Repurchase Agreements used solely as short-term investments.

The following collateral restrictions will be observed: Only U.S. Treasury securities or Federal Agency securities, as described in VIII 1 and 2 above, will be acceptable collateral. All securities underlying Repurchase Agreements must be delivered to Alameda CTC's custodian bank versus payment or be handled under a tri-party repurchase agreement. The total of all collateral for each Repurchase Agreement must equal or exceed, on the basis of market value plus accrued interest, 102 percent of the total dollar value of the money invested by Alameda CTC for the term of the investment. Since the market value of the underlying securities is subject to daily market fluctuations, the investments in repurchase agreements shall be in compliance if the value of the underlying securities is brought back up to 102 percent no later than the next business day. For any Repurchase Agreement with a term of more than one day, the value of the underlying securities must be reviewed on a regular basis.

Market value must be calculated each time there is a substitution of collateral.

Alameda CTC or its trustee shall have a perfected first security interest under the Uniform Commercial Code in all securities subject to Repurchase Agreement.

Alameda CTC may enter into Repurchase Agreements with (1) primary dealers in U.S. Government securities who are eligible to transact business with, and who report to, the Federal Reserve Bank of New York, and (2) California and non-California banking institutions having assets in excess of \$25 billion and having debt rated in the highest short-term rating category as provided by a nationally recognized statistical rating organization.

Alameda CTC will enter into a Master Repurchase Agreement, substantially in the form approved by the Securities Industry and Financial Markets Association

(SIFMA) and by Alameda CTC's counsel, with each firm with which it enters into Repurchase Agreements.

- a. Maximum maturity: 90 days
 - b. Maximum percent of portfolio: 20%
4. Obligations of the State of California or any local agency within the state, including bonds payable solely out of revenues from a revenue-producing property owned, controlled or operated by the state or any local agency or by a department, board, agency or authority of the state or any local agency.
 - a. Maximum maturity: 5 years
 - b. Maximum percent of portfolio: 10%
 - c. Minimum credit quality: A (S&P); or A2 (Moody's); or A (Fitch)
 - d. Maximum per issuer: 5%
 5. Registered treasury notes or bonds of any of the other 49 states in addition to California, including bonds payable solely out of revenues from a revenue-producing property owned, controlled or operated by the state or by a department, board, agency or authority of any of the other 49 states, in addition to California.
 - a. Maximum maturity: 5 years
 - b. Maximum percent of portfolio: 10%
 - c. Minimum credit quality: A (S&P); or A2 (Moody's); or A (Fitch)
 - d. Maximum per issuer: 5%
 6. Bankers' Acceptances, otherwise known as bills of exchange or time drafts which are drawn on and accepted by a commercial bank.
 - a. Maximum maturity: 180 days
 - b. Maximum percent of portfolio: 40%
 - c. Minimum credit quality: A1 (S&P); or P1 (Moody's); or F1 (Fitch)
 - d. Maximum per issuer: 5%
 7. Commercial paper rated in the highest two short-term rating categories, as provided by a nationally recognized statistical rating organization. The entity that issues the commercial paper shall meet all of the following conditions: (a) is organized and operating in the United States as a general corporation; (b) has total assets in excess of five hundred million dollars (\$500,000,000); and (c) has debt other than commercial paper, if any, that is rated "A" or higher by a nationally recognized statistical-rating organization.
 - a. Maximum maturity: 270 days
 - b. Maximum percent of portfolio: 25%
 - c. Minimum credit quality: A1 (S&P); or P1 (Moody's); or F1 (Fitch)
 - d. Maximum per issuer: 5%

8. Medium-term notes, defined as all corporate and depository institution debt securities with a maximum remaining maturity of five years or less, issued by corporations organized and operating within the United States or by depository institutions licensed by the U.S. or any state and operating within the U.S. Medium-term corporate notes shall be rated a minimum of "A" or its equivalent by a nationally recognized statistical rating organization.
 - a. Maximum maturity: 5 years
 - b. Maximum percent of portfolio: 30%
 - c. Minimum credit quality: A (S&P); or A2 (Moody's); or A (Fitch)
 - d. Maximum per issuer: 5%

9. Asset-backed securities, including any consumer receivable pass-through certificate, equipment lease-backed certificate, consumer receivable backed bond, or other pay-through bond with a maximum maturity of five years or less. Asset-backed securities shall be rated "AAA" or its equivalent or better by a nationally recognized statistical rating organization.
 - a. Maximum Maturity: 5 years
 - b. Maximum percent of portfolio: 20%
 - c. Minimum credit quality: AAA (S&P); or Aaa (Moody's); or AAA (Fitch)
 - d. Maximum per issuer: 5%

10. FDIC insured or fully collateralized time certificates of deposit in financial institutions located in California.
 - a. Maximum maturity: 1 year
 - b. Maximum percent of portfolio: 10%
 - c. Maximum per issuer: 5%

11. Negotiable certificates of deposit or deposit notes issued by a nationally or state-chartered bank, a savings association or a federal association, a state or federal credit union, or by a federally licensed or state-licensed branch of a foreign bank.
 - a. Maximum maturity: 3 years
 - b. Maximum percent of portfolio: 30%
 - c. Minimum credit quality: A (S&P); or A2 (Moody's); or A (Fitch)
 - d. Maximum per issuer: 5%

12. State of California Local Agency Investment Fund (LAIF)

Although LAIF may invest in securities not permitted in the Alameda CTC's Investment Policy, such investments shall not exclude LAIF from the Alameda CTC's list of eligible investments, provided that LAIF's periodic reports allow the Investment Officer to adequately assess the risk inherent in LAIF's portfolio. Funds invested in LAIF will follow LAIF policies and procedures.

 - a. Maximum dollar limit: as determined by LAIF

The LAIF portfolio shall be reviewed annually in order to monitor its continuing suitability as an investment option for the Alameda CTC.

13. The California Asset Management Program (CAMP)

- a. Maximum dollar limit: double the LAIF limit

The CAMP shall be reviewed annually in order to monitor its continuing suitability as an investment option for Alameda CTC. Funds invested in CAMP will follow CAMP policies and procedures.

14. Shares of beneficial interest issued by diversified management companies that are money market funds registered with the Securities and Exchange Commission under the Investment Company Act of 1940 (15 U.S.C. Sec. 80a-1, et seq.). To be eligible for investment pursuant to this subdivision, these companies shall either: (1) attain the highest ranking or the highest letter and numerical rating provided by not less than two nationally recognized statistical rating organizations; or (2) retain an investment advisor registered or exempt from registration with the Securities and Exchange Commission with not less than five years experience managing money market mutual funds with assets under management in excess of five hundred million dollars (\$500,000,000).

- a. Maximum percent of portfolio: 20%
b. Maximum per Prime Money Market Fund: 5%
c. Maximum per Government Money Market Fund: 10%
d. Minimum credit quality: AAAM (S&P); or Aaa-mf (Moody's); AAAMmf (Fitch)

15. United States dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank and eligible for purchase and sale within the United States.

- a. Maximum maturity: 5 years
b. Maximum percent of portfolio: 10%
c. Minimum credit quality: AA (S&P); or Aa (Moody's); or AA (Fitch)

Important Notes:

- a) The percentage limitation for all categories of investments refers to the percentage in the overall Alameda CTC portfolio on the date the security or shares are purchased.
- b) If the credit rating of a security is downgraded below the minimum required rating level for a new investment of that security type subsequent to its purchase, the investment advisor shall promptly notify the Investment Officer. The Investment Officer shall evaluate the downgrade on a case-by-case basis in order to determine if the security should be held or sold. The Investment Officer will

apply the general objectives of safety, liquidity, yield and legality to make the decision.

IX. Ineligible Investments

Any security type or structure not specifically approved by this policy is hereby specifically prohibited. Security types which are thereby prohibited include, but are not limited to:

1. “Complex” derivative structures such as range notes, dual index notes, inverse floaters, leveraged or de-leveraged floating-rate notes, or any other complex variable-rate or structured note;
2. Interest-only strips that are derived from a pool of mortgages, or any security that could result in zero interest accrual if held to maturity;
3. Non-agency mortgage-backed pass-through securities;
4. Other non-agency mortgage-backed securities; and
5. Non-agency collateralized mortgage obligations.

X. Investment Parameters

1. Credit Risk – Credit risk is the risk that a security or a portfolio will lose some or all of its value due to a real or perceived change in the ability of the issuer to repay its debt. The diversification requirements included in Section VIII are designed to mitigate credit risk. Alameda CTC shall additionally mitigate credit risk by adopting the following diversification strategies:
 - a. Avoiding overconcentration in any one issuer or business sector;
 - b. Limiting investments in securities with higher credit risks; and
 - c. Maintaining a portion of the portfolio in a highly liquid investment such as LAIF
2. Market Risk - Market risk is the risk that the portfolio will fluctuate due to changes in the general level of interest rates. Alameda CTC recognizes that, over time, longer-term portfolios have the potential to achieve higher returns. On the other hand, longer-term portfolios have higher volatility of return. Alameda CTC shall mitigate market risk by providing adequate liquidity for short-term cash needs, and by making some longer-term investments only with funds that are not needed for current cash flow purposes. Alameda CTC further recognizes that certain types of securities, including variable rate securities, securities with principal paydowns prior to maturity, and securities with embedded options, will affect the market risk profile of the portfolio differently in different interest rate environments. Alameda CTC, therefore, adopts the following strategies to control and mitigate its exposure to market risk:

- a. Alameda CTC shall invest in securities with varying maturities, maintaining a minimum of three months of budgeted operating expenditures in short term investments to provide sufficient liquidity for expected disbursements;
 - b. The maximum percent of callable securities in the portfolio shall be 25%;
 - c. The maximum stated final maturity of individual securities in the portfolio shall be five years, except as otherwise stated in this policy;
 - d. Liquidity funds will be held in LAIF, CAMP or in money market instruments maturing within one year or less;
 - e. Longer term/Core funds will be defined as the funds in excess of liquidity requirements. The investments in this portion of the portfolio will have maturities between 1 day and 5 years and will only be invested in higher quality and liquid securities; and
 - f. The duration of the portfolio shall at all times be approximately equal to the duration of a Market Benchmark Index selected by Alameda CTC based on Alameda CTC's investment objectives, constraints and risk tolerances, plus or minus 25%. Duration flexibility is necessary because of the short-term benchmarks utilized on the portfolio due to capital project cashflow demands.
3. Maximum percentages for a particular issuer or investment type may be exceeded at a point in time subsequent to the purchase of a particular issuer or investment type. Securities need not be liquidated to realign the portfolio; however, consideration should be given to this matter when future purchases are made to ensure that appropriate diversification is maintained.

XI. Performance and Program Evaluation

The investment portfolio will be managed in accordance with the parameters specified within this policy. The portfolio should obtain a market average rate of return during a market/economic environment of stable interest rates. A series of appropriate benchmarks shall be established against which portfolio performance shall be compared on a regular basis. The benchmarks shall be reflective of the actual securities being purchased and risks undertaken and the benchmarks shall have a similar weighted average maturity and credit profile commensurate with investment risk constraints and liquidity needs of Alameda CTC.

Alameda CTC may periodically update the performance benchmarks to reflect current investment objectives and constraints and shall communicate such changes to the investment advisor.

Appendix I

AUTHORIZED INVESTMENTS SUMMARY TABLE

INVESTMENT	% OF PORTFOLIO		PURCHASE RESTRICTIONS	MAXIMUM MATURITY		MINIMUM CREDIT QUALITY	
	Per Cal. Gov't Code	Alameda CTC Policy	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy
US. Treasury Notes, Bonds, Bills or Certificates of Indebtedness	100%	100%	None	5 years	5 years	NA	NA
Federal or U.S. Sponsored Obligations fully guaranteed by Federal Agencies or U.S. Government Sponsored Enterprises	100%	100%	Max 35% per issuer	5 years	5 years	NA	Senior Debt
Repurchase Agreements	NA	20%	Strict collateral requirements; Master Repurchase Agreement	1 year	90 days	NA	NA
State of California and California Local Agency Bonds	NA	10%	Max 5% per issuer	5 years	5 years	NA	A (S&P) or A2 (Moody's) or A (Fitch)
Bonds of any of the other 49 states in addition to California	NA	10%	Max 5% per issuer	5 years	5 years	NA	A (S&P) or A2 (Moody's) or A (Fitch)
Bankers' Acceptances	40%	40%	Max 5% per issuer	180 days	180 days	NA	A1 (S&P) or P1 (Moody's) or F1 (Fitch)

Alameda CTC Investment Policy May ~~2019~~2020

INVESTMENT	% OF PORTFOLIO		PURCHASE RESTRICTIONS	MAXIMUM MATURITY		MINIMUM CREDIT QUALITY	
	Per Cal. Gov't Code	Alameda CTC Policy	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy
Commercial paper of US corporations with total assets exceeding \$500,000,000	25%	25%	Max 5% of outstanding paper of any single issuer & max 5% of portfolio of any one issuer	270 days	270 days	A1 or P1 or F1	A1 (S&P) or P1 (Moody's) or F1 (Fitch)
Medium Term Corporate Notes of U.S. Corporations	30%	30%	Max 5% per issuer	5 years	5 years	A	A (S&P) or A2 (Moody's) or A (Fitch)
Asset-Backed Securities	20%	20%	Max 5% per issuer	5 years	5 years	AA	AAA (S&P) or Aaa (Moody's) or AAA (Fitch)
California Collateralized Time Deposits	NA	10%	Max 5% per issuer	NA	1 year	NA	NA
Negotiable Certificate of Deposits	30%	30%	Max 5% per issuer	5 years	3 years	NA	A (S&P) or A2 (Moody's) or A (Fitch)
State of California- Local Agency Investment Fund (LAIF)	NA	NA	As limited by LAIF (currently \$65 million)	NA	NA	NA	NA
California Asset Management Program	NA	NA	Double the LAIF limit	NA	NA	NA	NA
Shares of Beneficial Interests (Money Market Funds)	20%	20%	Max 5% per Prime fund, Max 10% per Government fund	NA	N/A	AAA	AAAm (S&P) or Aaa-mf (Moody's) or AAAMmf (Fitch)

Alameda CTC Investment Policy May ~~2019~~2020

INVESTMENT	% OF PORTFOLIO		PURCHASE RESTRICTIONS	MAXIMUM MATURITY		MINIMUM CREDIT QUALITY	
	Per Cal. Gov't Code	Alameda CTC Policy	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy
Obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank	30%	10%	NA	5 years	5 years	AA	AA (S&P) or Aa (Moody's) or AA (Fitch)



Memorandum

6.5

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

DATE: May 21, 2020

TO: Alameda County Transportation Commission

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

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

Recommendation

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

Summary

Alameda CTC's expenditures through March 31, 2020 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 third quarter of FY2019-20.

The attached FY2019-20 Third 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 March 31, 2020. 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 75 percent of the total annual budget through the third quarter of the fiscal year, and percentages under 100 percent indicate that actual revenue or expenditure items are less than 75 percent of the total annual budget through the third quarter of the fiscal year. As of March 31, 2020, Alameda CTC activity for the fiscal year results in a net increase in fund balance in the amount of \$28.7 million. While various funds contributed to this increase, the most significant contributions were from an accumulation of funds in the 2000 Measure B and 2014 Measure BB Special Revenue Funds which collected sales tax revenues, but spent down only about 92 percent of funds collected. 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 March 31, 2020 by major category:

Revenues

Sales tax revenues are over budget by \$15.0 million, or 6.3 percent, and investment income is over budget by \$1.5 million or 18.3 percent as interest rates temporarily rose slightly during the first half of FY2019-20. However, it is expected that sales tax revenues will decrease significantly, and the market rate on investments has already decreased lower than the rate originally projected during the budget process as the financial markets react to the economic effects of the COVID-19 pandemic. Grant revenues are under budget by \$23.6 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 under budget by \$0.4 million, or 6.9 percent, as of March 31, 2020.

Administration

Costs for overall administration are over budget by \$4.5 million, or 17.0 percent, mainly due to debt service costs which incurred 100 percent of the annual costs by March 31, 2020 compared to 75 percent of the total annual budget amount. Debt service costs are required to be recorded when incurred per government accounting standards. No additional debt service costs will be incurred in the fourth quarter, and 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 21.9 percent, primarily related to operations and maintenance costs.

Planning

Planning expenditures are under budget by \$0.4 million, or 32.7 percent, mainly due to the usage of other special revenue funds for planning activities.

Programs

Programs expenditures are over budget by \$0.4 million or 0.3 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. Due to the anticipated downturn in sales tax revenues, it is expected that DLD expenditures will be within budget authority by the end of the fiscal year. This significant increase in DLD expenditures is offset by VRF programming and sales tax grant expenditures which were lower than budgeted, mostly

due to the timing of requests for reimbursements from sponsor agencies for projects to which funds were programmed through the CIP process.

Capital Projects

Capital Projects expenditures are under budget by \$187.6 million, or 69.5 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 March 31, 2020 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 March 31, 2020

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ALAMEDA COUNTY TRANSPORTATION COMMISSION
Consolidated Revenues/Expenditures
March 31, 2020

	<u>Total Consolidated</u>		<u>% Used</u>	<u>Favorable</u>
	<u>YTD</u>	<u>YTD</u>		<u>(Unfavorable)</u>
	<u>Actuals</u>	<u>Budget</u>		<u>Variance</u>
REVENUES				
Sales Tax Revenue	\$ 255,002,466	\$ 240,000,000	106.25	\$ 15,002,466
Investment Income	9,800,745	8,287,500	118.26	1,513,245
Member Agency Fees	1,109,822	1,109,822	100.00	-
VRF Funds	9,914,329	9,000,000	110.16	914,329
TFCA Revenues	1,530,631	1,485,450	103.04	45,181
Toll Revenues	9,681,419	9,937,500	97.42	(256,081)
Toll Violation and Penalty Revenues	2,063,894	2,062,500	100.07	1,394
Other Revenues	231	-	-	231
Regional/State/Federal Grants	4,768,751	20,662,327	23.08	(15,893,576)
Local and Other Grants	2,648,722	10,337,781	25.62	(7,689,059)
Total Revenues	\$ 296,521,010	\$ 302,882,880		\$ (6,361,870)
EXPENDITURES				
Administration				
Salaries and Benefits ⁽¹⁾	1,942,909	2,096,439	92.68	153,530
General Office Expenses	1,203,478	1,404,975	85.66	201,497
Travel Expense	24,589	48,750	50.44	24,161
Debt Service ⁽²⁾	26,469,450	19,852,088	133.33	(6,617,362)
Professional Services	1,428,684	2,840,522	50.30	1,411,838
Commission and Community Support	120,337	192,078	62.65	71,741
Contingency	-	150,000	-	150,000
Subtotal	31,189,447	26,584,852		(4,604,595)
Freeway Operations				
Salaries and Benefits ⁽¹⁾	138,327	171,299	80.75	32,972
Operating Expenditures	2,990,151	4,001,250	74.73	1,011,099
Special Project Expenditures	377,303	318,750	118.37	(58,553)
Subtotal	3,505,781	4,491,299		985,518
Planning				
Salaries and Benefits ⁽¹⁾	753,846	808,784	93.21	54,938
Transportation Planning/Transportation Expenditure Plan	166	160,808	0.10	160,642
Congestion Management Program	-	150,000	-	150,000
Subtotal	754,012	1,119,592		365,580
Programs				
Salaries and Benefits ⁽¹⁾	1,359,691	1,181,568	115.08	(178,123)
Programs Management and Support	924,238	1,813,069	50.98	888,831
Safe Routes to School Program	1,103,888	2,269,213	48.65	1,165,325
VRF Programming	7,733,769	9,879,000	78.28	2,145,231
Measure B/BB Direct Local Distribution	131,753,709	124,013,030	106.24	(7,740,679)
Grant Awards	4,688,036	6,709,229	69.87	2,021,193
TFCA Programming	936,340	2,295,836	40.78	1,359,496
CMA TIP Programming	1,593,522	1,560,131	102.14	(33,391)
Subtotal	150,093,193	149,721,076		(372,117)
Capital Projects				
Salaries and Benefits ⁽¹⁾	962,291	1,280,126	75.17	317,835
Capital Project Expenditures	81,360,836	268,598,185	30.29	187,237,349
Subtotal	82,323,127	269,878,311		187,555,184
Total Expenditures	\$ 267,865,560	\$ 451,795,130		\$ 183,929,570
Net revenue over / (under) expenditures	\$ 28,655,450	\$ (148,912,250)		

(1) Salaries and benefits are under budget by \$381,152 or 6.9% as of March 31, 2020.

(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: May 21, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: Approve Alameda CTC FY2019-20 Third Quarter Investment Report

Recommendation

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

Summary

Alameda CTC's investments for the third 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 March 31, 2020 (Attachment A) provides balance and average return on investment information for all investments held by Alameda CTC at the end of the third quarter. The report also shows balances as of June 30, 2019 for comparison purposes. The *Portfolio Review for the Quarter Ending March 31, 2020* (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 March 31, 2020 compared to prior year-end balances:

- The 1986 Measure B investment balance increased by \$3.2 million or 2.3 percent mostly related to investment earnings at the end of the third quarter.
- The 2000 Measure B investment balance decreased \$2.1 million or 1.2 percent mainly due to the required principal and interest payment made on the outstanding bonds on March 1, 2020.
- The 2014 Measure BB investment balance decreased \$5.0 million or 2.8 percent due to Measure BB project expenditures outpacing sales tax revenues through the end of March. Activity for projects and discretionary programs funding continues to ramp up resulting in increased expenditures.
- The Non-Sales Tax investment balance increased \$10.5 million or 9.9 percent primarily due to deferred expenditures.

Investment yields have increased slightly at the end of the third quarter with an approximate average return on investments of 2.2 percent through March 31, 2020 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 March 31, 2020
- B. Portfolio Review for Quarter Ending March 31, 2020 (provided by Public Trust Advisors)
- C. Holdings by Security Type as of March 31, 2020

Alameda CTC Consolidated Investment Report As of March 31, 2020								
1986 Measure B	Un-Audited		Interest Earned			FY 2018-2019		
	Investment Balance	Interest earned	As of March 31, 2020			Investment Balance June 30, 2019	Interest earned FY 2018-2019	
			Approx. ROI	Budget	Difference			
Bank Accounts	\$ 1,259,218	\$ 345	0.04%			\$ 638,726	1,151	
State Treasurer Pool (LAIF) ⁽¹⁾	8,266,626	137,728	2.22%			8,166,315	195,426	
Investment Advisor ⁽¹⁾⁽²⁾	131,405,335	2,323,299	2.36%			128,915,249	2,586,080	
1986 Measure B Total	\$ 140,931,179	\$ 2,461,372	2.33%	\$ 2,062,500	\$ 398,872	\$ 137,720,290	\$ 2,782,657	
							<i>Approx. ROI</i>	<i>2.02%</i>
2000 Measure B	Un-Audited		Interest Earned			FY 2018-2019		
	Investment Balance	Interest earned	As of March 31, 2020			Investment Balance June 30, 2019	Interest earned FY 2018-2019	
			Approx. ROI	Budget	Difference			
Bank Accounts	\$ 8,055,603	\$ 13,380	0.22%			\$ 12,046,053	\$ 23,914	
State Treasurer Pool (LAIF) ⁽¹⁾	28,585,619	462,292	2.16%			22,766,814	486,685	
Investment Advisor ⁽¹⁾⁽²⁾	142,087,589	2,437,835	2.29%			139,378,077	2,781,510	
2014 Series A Bond Revenue Fund ⁽¹⁾	838	9	1.50%			827	17	
2014 Series A Bond Interest Fund ⁽¹⁾⁽²⁾	525,050	16,405	1.89%			1,451,185	27,816	
2014 Series A Bond Principal Fund ⁽¹⁾⁽²⁾	2,646,162	210,734	2.03%			8,065,908	244,737	
Project Deferred Revenue ⁽¹⁾⁽³⁾	400,214	8,188	1.68%			738,432	18,467	
2000 Measure B Total	\$ 182,301,075	\$ 3,148,843	2.30%	\$ 2,437,500	\$ 711,343	\$ 184,447,296	\$ 3,583,146	
							<i>Approx. ROI</i>	<i>1.94%</i>
2014 Measure BB	Un-Audited		Interest Earned			FY 2018-2019		
	Investment Balance	Interest earned	As of March 31, 2020			Investment Balance June 30, 2019	Interest earned FY 2018-2019	
			Approx. ROI	Budget	Difference			
Bank Accounts	\$ 6,444,929	\$ 12,926	0.27%			\$ 5,022,877	\$ 21,050	
State Treasurer Pool (LAIF) ⁽¹⁾	50,329,962	957,092	2.54%			54,633,901	1,201,039	
Investment Advisor ⁽¹⁾⁽²⁾	114,857,863	1,752,634	2.03%			113,005,286	2,302,457	
Project Deferred Revenue ⁽¹⁾⁽³⁾	267,017	27,053	2.24%			4,215,382	184,891	
2014 Measure BB Total	\$ 171,899,771	\$ 2,749,705	2.13%	\$ 2,437,500	\$ 312,205	\$ 176,877,446	\$ 3,709,437	
							<i>Approx. ROI</i>	<i>2.10%</i>
Non-Sales Tax	Un-Audited		Interest Earned			FY 2018-2019		
	Investment Balance	Interest earned	As of March 31, 2020			Investment Balance June 30, 2019	Interest earned FY 2018-2019	
			Approx. ROI	Budget	Difference			
Bank Accounts	\$ 5,969,062	\$ 14,905	0.33%			\$ 7,075,789	\$ 24,824	
State Treasurer Pool (LAIF) ⁽¹⁾	41,100,214	591,194	1.92%			31,649,256	738,822	
California Asset Management Program (CAMP)	59,272,816	869,967	1.96%			58,402,849	1,287,855	
Project Deferred Revenue ⁽¹⁾⁽³⁾	11,087,092	165,166	1.99%			9,763,413	211,824	
Non-Sales Tax Total	\$ 117,429,184	\$ 1,641,232	1.86%	\$ 1,350,000	\$ 291,232	\$ 106,891,307	\$ 2,263,325	
							<i>Approx. ROI</i>	<i>2.12%</i>
Alameda CTC TOTAL	\$ 612,561,209	\$ 10,001,152	2.18%	\$ 8,287,500	\$ 1,713,652	\$ 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 March 31, 2020**

Fixed Income Market Review and Outlook

With 600,000 confirmed cases across the country, in just a few weeks' time, the U.S. has become the epicenter of the global pandemic COVID-19. The U.S. economy continues to deteriorate at a once unfathomable pace with the contraction beginning to draw more parallels to the Great Depression than it does the Global Financial Crisis. More than 17 million Americans have now filed for unemployment, testing the resources of state and local officials to their limits and leaving over 10% of the U.S. workforce jobless.

On March 28th, President Donald Trump signed into law a fiscal stimulus package to the tune of \$2.2 trillion, the largest in U.S. history. The bill is designed to improve unemployment insurance, grant loans to businesses to discourage layoffs, and ensure support to state and local authorities. Accessing the government funds, however, has proven to be an operational nightmare and the sheer number of applications alone indicates the package only scratches the surface of outstanding demand. While Congress will likely need to secure additional rescue funds over the coming weeks, the Federal Reserve has wasted no time doing everything within its power to facilitate ample liquidity and the continued flow of credit in the fixed-income markets.

Having cut its target rate to near zero and reinstated quantitative easing, the Fed has announced unprecedented measures to ensure that liquidity problems do not exacerbate into solvency problems. The Fed has significantly expanded its open market operations, introducing a number of facilities in short order, agreeing to purchase assets ranging from high-grade commercial paper to, as far down the credit spectrum as junk bonds. On April 9th, the Fed unveiled the largest weapon in its arsenal to date, unleashing a series of programs worth an additional \$2.3 trillion to support households, businesses and state and local governments.

Market volatility has somewhat subsided, and risk assets have responded to the Fed's actions positively, with credit spreads narrowing sharply from March's historic blowout as liquidity in the marketplace begins to resurface. While Americans are surely eager to return to a sense of normalcy, reopening the economy remains contingent on containing the virus.

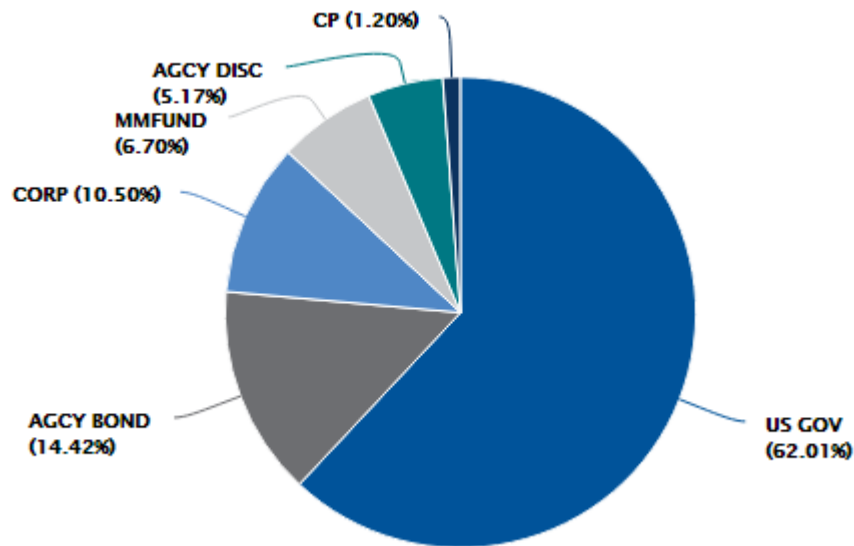
The escalation of the global COVID-19 pandemic sparked a wave of risk aversion in the first quarter of 2020, prompting a flight-to-quality and a series of emergency Federal Reserve rate cuts that sent U.S. Treasury yields dramatically lower. Three-month Treasury bill rates fell 150 basis points (1.50%) over the quarter while two- and ten-year Treasury yields declined 134 basis points (1.34%) and 119 basis points (1.19%), respectively. In response the Fed's aggressive cuts to short-term interest rates, the yield curve steepened modestly over the quarter with the spreads between two- and five-year and two- and ten-year Treasury yields rising to 0.42% and 0.13%, respectively.

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 second quarter of calendar year 2020.

Portfolio Allocation

Provided below is a summary of the Alameda CTC consolidated portfolio as of the quarter ended March 31, 2020.



Money Market Fund:	6.70%
U.S. Treasury Notes/Bonds:	62.01%
U.S. Treasury Bills:	0.00%
U.S. Agency Bonds:	14.42%
U.S. Agency Discount Notes:	5.17%
U.S. Corporate Bonds:	10.50%
Commercial Paper:	1.20%

Compliance with Investment Policy Statement

For the quarter ending March 31, 2020, 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 March 31, 2020 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 and the first half of calendar year 2020, 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 may exhibit greater variances from the benchmarks, depending upon market conditions, until such time as the investment strategy is fully implemented which is expected within the next month. However, the benchmark established to compare performance will align better with the target investment strategy when it is fully implemented for a full quarter and will provide more appropriate and meaningful performance comparisons at that time.

<i>Core Portfolio & Benchmark Total Return ¹</i>	
1986 Measure B Portfolio	2000 Measure B Portfolio
Portfolio Return: 2.33 %	Portfolio Return: 2.37 %
Benchmark Return: 2.62%	Benchmark Return: 2.62 %

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, Alameda CTC worked with PTA to continue the process of transitioning the core portfolio investment strategy. The rebalancing of transactions completed over the quarter included the continued lengthening of core portfolio duration for the 1986 Measure B and 2000 Measure B portfolios to 1.68 and 1.62, respectively, compared to the benchmark duration of 1.79 at quarter end. Because of their longer-term to maturity and duration, the core portfolios were able to “lock in” yields that are now well in excess of current market interest rates and participated more fully in the related market price appreciation as compared to shorter-term investment strategy alternatives. In the weeks ahead, Alameda CTC will work with PTA to complete the core portfolio rebalancing to be more fully in line with the new benchmark which will then provide more meaningful performance insights after a full quarter of implementation.

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 below. This calculation is based on the current market value of the

portfolio including unrealized gains and losses and reflects better at this time on the investments in the portfolio. Portfolio yield to maturity for the quarter ending March 31, 2020 is summarized below:

<i>Core Portfolio & Benchmark Yield to Maturity</i>	
1986 Measure B Portfolio	2000 Measure B Portfolio
Portfolio YTM: 0.51%	Portfolio YTM: 0.43%
Benchmark YTM: 0.33%	Benchmark YTM: 0.33%

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 March 31, 2020 are summarized below:

<i>Liquidity Portfolio & Comparable Maturity U.S. Treasury Security Yield to Maturity</i>		
1986 Measure B Portfolio	2000 Measure B Portfolio	2014 Measure BB Portfolio
Portfolio YTM: 0.51%	Portfolio YTM: 0.36%	Portfolio YTM: 0.36%
Comparable TSY YTM: 0.23%	Comparable TSY YTM: 0.12%	Comparable TSY YTM: 0.08%
Portfolio WAM: 1.5 Years	Portfolio WAM: 0.9 Years	Portfolio WAM: 0.4 Years

¹ Note: The WAM is the weighted average maturity, or the amount of time until the securities in the portfolio mature.

<i>Bond Portfolio & Comparable Maturity U.S. Treasury Security Yield to Maturity</i>	
Interest Fund Portfolio	Principal Fund Portfolio
Portfolio YTM: 0.23%	Portfolio YTM: 0.23%
Comparable TSY YTM: -0.03%	Comparable TSY YTM: -.03%
Portfolio WAM: 0.0 Years	Portfolio WAM: 0.0 Years

¹ Note: The WAM is the weighted average maturity, or the amount of time until the securities in the portfolio mature.

For the quarter ending March 31, 2020, 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 03/31/2020

Dated: 04/21/2020

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	100.5473	2,010,946.94	1,993,156.00	1,998,849.80	1.745	1.490%	AA+	Aaa
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G0S38	01/05/2022	5,800,000.00	102.8653	5,966,185.02	5,705,283.80	5,743,729.49	2.575	4.420%	AA+	Aaa
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G0H55	12/28/2020	1,000,000.00	101.0808	1,010,808.41	995,700.00	998,943.52	2.022	0.749%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AFFN2	12/10/2021	3,300,000.00	104.3841	3,444,674.38	3,335,475.00	3,320,721.69	2.611	2.552%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AFE78	12/09/2022	5,300,000.00	106.6285	5,651,310.87	5,367,787.00	5,346,812.12	2.651	4.186%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130ADRG9	03/10/2023	4,600,000.00	106.6656	4,906,616.68	4,613,018.00	4,609,232.20	2.677	3.635%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130ACE26	09/28/2020	1,400,000.00	100.5418	1,407,585.83	1,364,860.00	1,393,102.29	2.413	1.043%	AA+	Aaa
FEDERAL HOME LOAN BANKS	313376C94	12/10/2021	2,285,000.00	103.7580	2,370,870.16	2,333,053.55	2,328,672.20	1.475	1.756%	AA+	Aaa
FEDERAL HOME LOAN BANKS	313381BR5	12/09/2022	2,285,000.00	103.5125	2,365,261.56	2,313,242.60	2,311,565.36	1.432	1.752%	AA+	Aaa
FEDERAL FARM CREDIT BANKS FUNDING CORP	3133ELGN8	10/13/2022	2,285,000.00	101.7536	2,325,069.03	2,294,962.60	2,294,336.78	1.435	1.722%	AA+	Aaa
---	---	04/22/2022	30,255,000.00	104.0272	31,459,328.88	30,316,538.55	30,345,965.45	2.270	23.305%	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	03/31/2020	734.79	1.0000	734.79	734.79	734.79	0.000	0.001%	AAA	Aaa
Receivable	CCYUSD	03/31/2020	734.79	1.0000	734.79	734.79	734.79	0.000	0.001%	AAA	Aaa

CORP

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
TOYOTA MOTOR CREDIT CORPORATION	89233P5T9	01/12/2022	1,300,000.00	101.1091	1,314,418.22	1,316,588.00	1,310,284.56	2.834	0.974%	AA-	A1
STATE STREET CORP	857477AS2	08/18/2020	1,000,000.00	100.1620	1,001,619.71	1,008,800.00	1,001,261.03	2.206	0.742%	A	A1
STATE STREET CORP	857477AS2	08/18/2020	1,000,000.00	100.1620	1,001,619.71	994,500.00	999,154.31	2.781	0.742%	A	A1
PFIZER INC	717081DZ3	12/15/2021	1,300,000.00	100.2956	1,303,842.72	1,301,768.00	1,301,199.85	2.143	0.966%	AA-	A1
PEPSICO INC	713448BW7	08/25/2021	1,300,000.00	102.7489	1,335,735.43	1,323,959.00	1,315,189.89	2.139	0.990%	A+	A1
PEPSICO INC	713448DC9	10/14/2020	2,000,000.00	100.0719	2,001,437.74	1,997,540.00	1,999,530.52	2.195	1.483%	A+	A1
ORACLE CORP	68389XBA2	07/08/2021	1,300,000.00	101.4441	1,318,772.75	1,300,949.00	1,300,509.73	2.767	0.977%	A+	A3
MICROSOFT CORP	594918BG8	11/03/2020	1,000,000.00	100.2198	1,002,197.52	996,730.00	999,325.39	2.118	0.742%	AAA	Aaa
MICROSOFT CORP	594918BH6	11/03/2022	1,000,000.00	104.8058	1,048,058.33	1,023,660.00	1,021,788.87	1.726	0.776%	AAA	Aaa
JOHN DEERE CAPITAL CORP	24422ETS8	06/22/2020	1,000,000.00	99.9160	999,160.00	999,680.00	999,907.28	1.990	0.740%	A	A2
HOME DEPOT INC	437076AT9	09/15/2020	2,000,000.00	100.5220	2,010,440.86	2,056,240.00	2,005,194.58	2.638	1.489%	A	A2
CISCO SYSTEMS INC	17275RBD3	02/28/2021	1,000,000.00	100.4471	1,004,471.13	1,009,630.00	1,008,907.75	1.209	0.744%	AA-	A1
BERKSHIRE HATHAWAY FINANCE CORP	084664BZ3	10/15/2020	1,000,000.00	100.5892	1,005,892.07	1,006,310.00	1,001,292.17	2.650	0.745%	AA	Aa2
APPLE INC	037833DC1	09/12/2022	2,000,000.00	101.4736	2,029,471.46	2,028,106.00	2,026,595.92	1.525	1.503%	AA+	Aa1
AMERICAN HONDA FINANCE CORP	02665WAZ4	09/24/2020	1,500,000.00	99.3047	1,489,570.56	1,490,505.00	1,497,162.78	2.853	1.103%	A	A3
---	---	05/02/2021	19,700,000.00	100.8619	19,866,708.21	19,854,965.00	19,787,304.63	2.258	14.717%	A+	A1

MMFUND

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
MORG STAN I LQ:GV I	61747C707	03/31/2020	4,562,103.68	1.0000	4,562,103.68	4,562,103.68	4,562,103.68	0.230	3.380%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	03/31/2020	4,562,103.68	1.0000	4,562,103.68	4,562,103.68	4,562,103.68	0.230	3.380%	AAAm	Aaa

Holdings by Security Type ACTC

ACTC 1986 Measure B (159781)

Base Currency: USD As of 03/31/2020

Dated: 04/21/2020

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	9128284P2	05/15/2021	4,000,000.00	102.8008	4,112,032.00	3,997,031.24	3,998,876.76	2.651	3.046%	AA+	Aaa
UNITED STATES TREASURY	912828XW5	06/30/2022	5,700,000.00	103.4375	5,895,937.50	5,557,500.00	5,607,261.90	2.510	4.368%	AA+	Aaa
UNITED STATES TREASURY	9128285A4	09/15/2021	3,900,000.00	103.6875	4,043,812.50	3,923,765.63	3,913,007.53	2.511	2.996%	AA+	Aaa
UNITED STATES TREASURY	912828L57	09/30/2022	5,300,000.00	103.7227	5,497,303.10	5,156,734.38	5,203,359.29	2.519	4.072%	AA+	Aaa
UNITED STATES TREASURY	9128285R7	12/15/2021	2,650,000.00	104.1094	2,758,899.10	2,665,320.31	2,659,535.02	2.405	2.044%	AA+	Aaa
UNITED STATES TREASURY	912828G87	12/31/2021	2,650,000.00	103.3164	2,737,884.60	2,629,814.45	2,637,317.04	2.409	2.028%	AA+	Aaa
UNITED STATES TREASURY	9128286C9	02/15/2022	2,900,000.00	104.2695	3,023,815.50	2,916,992.20	2,911,085.39	2.288	2.240%	AA+	Aaa
UNITED STATES TREASURY	912828F21	09/30/2021	2,500,000.00	102.8906	2,572,265.00	2,488,769.53	2,493,264.18	2.311	1.906%	AA+	Aaa
UNITED STATES TREASURY	912828F96	10/31/2021	2,075,000.00	102.8203	2,133,521.23	2,056,438.48	2,063,451.50	2.365	1.580%	AA+	Aaa
UNITED STATES TREASURY	912828WR7	06/30/2021	2,075,000.00	102.5039	2,126,955.92	2,063,895.51	2,068,731.34	2.375	1.576%	AA+	Aaa
UNITED STATES TREASURY	912828WG1	04/30/2021	1,900,000.00	102.3203	1,944,085.70	1,896,585.95	1,898,144.64	2.343	1.440%	AA+	Aaa
UNITED STATES TREASURY	912828XD7	05/31/2022	1,725,000.00	103.5664	1,727,425.40	1,727,425.78	1,726,764.61	1.826	1.323%	AA+	Aaa
UNITED STATES TREASURY	912828XH8	06/30/2020	1,000,000.00	100.3794	1,003,794.00	996,171.88	999,034.93	2.023	0.744%	AA+	Aaa
UNITED STATES TREASURY	9128286Y1	06/15/2022	2,200,000.00	103.3828	2,274,421.60	2,197,765.61	2,198,318.99	1.786	1.685%	AA+	Aaa
UNITED STATES TREASURY	912828XW5	06/30/2022	2,200,000.00	103.4375	2,275,625.00	2,196,992.18	2,197,726.81	1.797	1.686%	AA+	Aaa
UNITED STATES TREASURY	912828RC6	08/15/2021	2,600,000.00	102.6953	2,670,077.80	2,629,046.89	2,620,044.75	1.552	1.978%	AA+	Aaa
UNITED STATES TREASURY	9128287F1	07/31/2021	2,600,000.00	102.0938	2,654,438.80	2,610,460.94	2,607,150.52	1.539	1.966%	AA+	Aaa
UNITED STATES TREASURY	9128287C8	07/15/2022	2,100,000.00	103.4258	2,171,941.80	2,105,906.25	2,104,820.84	1.647	1.609%	AA+	Aaa
UNITED STATES TREASURY	9128282S8	08/31/2022	2,100,000.00	103.2812	2,168,905.20	2,099,015.63	2,099,188.58	1.641	1.607%	AA+	Aaa
UNITED STATES TREASURY	912828VZ0	09/30/2020	1,000,000.00	100.9336	1,009,336.00	990,820.31	998,241.36	2.366	0.748%	AA+	Aaa
UNITED STATES TREASURY	912828WN6	05/31/2021	2,900,000.00	102.1523	2,962,416.70	2,914,953.13	2,911,968.14	1.639	2.195%	AA+	Aaa
UNITED STATES TREASURY	912828Q78	04/30/2021	2,900,000.00	101.3320	2,938,628.00	2,889,351.56	2,891,609.03	1.647	2.177%	AA+	Aaa
UNITED STATES TREASURY	912828YK0	10/15/2022	2,600,000.00	102.8203	2,673,327.80	2,581,414.06	2,583,321.23	1.634	1.980%	AA+	Aaa
UNITED STATES TREASURY	912828J76	03/31/2022	2,000,000.00	103.0625	2,061,250.00	2,006,015.62	2,005,251.96	1.615	1.527%	AA+	Aaa
UNITED STATES TREASURY	912828J43	02/28/2022	2,000,000.00	102.9219	2,058,438.00	2,005,390.62	2,004,679.92	1.625	1.525%	AA+	Aaa
UNITED STATES TREASURY	912828TY6	11/15/2022	2,600,000.00	103.5391	2,692,016.60	2,599,492.19	2,599,542.78	1.632	1.994%	AA+	Aaa
UNITED STATES TREASURY	912828A83	12/31/2020	1,900,000.00	101.7266	1,932,805.40	1,900,000.00	1,900,000.00	2.374	1.432%	AA+	Aaa
UNITED STATES TREASURY	9128285S5	12/31/2020	1,000,000.00	101.8281	1,018,281.00	1,008,593.75	1,006,577.34	1.611	0.754%	AA+	Aaa
UNITED STATES TREASURY	912828N48	12/31/2020	2,000,000.00	101.2734	2,025,468.00	2,003,906.26	2,003,166.61	1.536	1.500%	AA+	Aaa
UNITED STATES TREASURY	9128283X6	02/15/2021	1,900,000.00	101.8984	1,936,069.60	1,896,289.07	1,898,175.89	2.362	1.434%	AA+	Aaa
UNITED STATES TREASURY	9128284B3	03/15/2021	1,900,000.00	102.1875	1,941,562.50	1,900,667.96	1,900,342.34	2.355	1.438%	AA+	Aaa
UNITED STATES TREASURY	---	12/04/2021	76,875,000.00	102.9033	79,101,836.35	76,612,527.37	76,709,961.21	2.087	58.598%	AA+	Aaa

Summary

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
---	---	11/14/2021	131,392,838.47	99.4353	134,990,711.92	131,346,869.39	131,406,069.76	2.091	100.000%	AA	Aa1

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

Holdings by Security Type ACTC

ACTC 2000 Measure B (159783)

Base Currency: USD As of 03/31/2020

Dated: 04/21/2020

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
FEDERAL HOME LOAN BANKS	3130AFE78	12/09/2022	3,500,000.00	106.6285	3,731,997.75	3,544,765.00	3,530,913.66	2.651	2.571%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AFFN2	12/10/2021	6,500,000.00	104.3841	6,784,964.68	6,569,875.00	6,540,815.45	2.611	4.674%	AA+	Aaa
FEDERAL HOME LOAN BANKS	3130AECJ7	05/28/2020	4,000,000.00	100.3562	4,014,248.00	4,004,240.00	4,000,329.26	2.570	2.765%	AA+	Aaa
FEDERAL HOME LOAN BANKS	313381BR5	12/09/2022	2,200,000.00	103.5125	2,277,275.90	2,227,192.00	2,225,577.15	1.432	1.569%	AA+	Aaa
FEDERAL FARM CREDIT BANKS FUNDING CORP	3133ELGN8	10/13/2022	2,200,000.00	101.7536	2,238,578.50	2,209,592.00	2,208,989.46	1.435	1.542%	AA+	Aaa
---	---	01/11/2022	18,400,000.00	103.5626	19,047,064.82	18,555,664.00	18,506,624.99	2.329	13.121%	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 BANKS	313385AX4	01/22/2021	1,130,000.00	99.8684	1,128,513.42	1,112,493.00	1,115,645.23	1.563	0.777%	A-1+	P-1
FEDERAL HOME LOAN BANKS	313384YU7	06/30/2020	2,625,000.00	99.9825	2,624,540.63	2,607,707.08	2,614,893.75	1.551	1.808%	A-1+	P-1
FEDERAL HOME LOAN BANKS	---	08/31/2020	3,755,000.00	99.9482	3,753,054.04	3,720,200.08	3,730,538.98	1.555	2.585%	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	03/31/2020	1,621.59	1.0000	1,621.59	1,621.59	1,621.59	0.000	0.001%	AAA	Aaa
Receivable	CCYUSD	03/31/2020	1,621.59	1.0000	1,621.59	1,621.59	1,621.59	0.000	0.001%	AAA	Aaa

CORP

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
TOYOTA MOTOR CREDIT CORPORATION	89233P5T9	01/12/2022	1,350,000.00	101.1091	1,364,972.77	1,367,226.00	1,360,680.12	2.834	0.940%	AA-	A1
ORACLE CORP	68389XBA2	07/08/2021	1,350,000.00	101.4441	1,369,494.78	1,350,985.50	1,350,529.33	2.767	0.943%	A+	A3
MICROSOFT CORP	594918BH6	11/03/2022	1,675,000.00	104.8058	1,755,497.70	1,714,630.50	1,711,496.35	1.726	1.209%	AAA	Aaa
CISCO SYSTEMS INC	17275RBD3	02/28/2021	1,350,000.00	100.4471	1,356,036.03	1,357,614.00	1,354,560.18	1.821	0.934%	AA-	A1
CATERPILLAR FINANCIAL SERVICES CORP	14913Q2Q1	12/07/2020	1,440,000.00	100.6271	1,449,030.43	1,459,929.60	1,454,962.16	1.810	0.998%	A	A3
APPLE INC	037833CM0	02/09/2022	1,350,000.00	102.4702	1,383,348.10	1,341,454.50	1,344,582.26	2.726	0.953%	AA+	Aa1
APPLE INC	037833DJ6	11/13/2020	475,000.00	100.3952	476,877.21	476,154.25	475,858.09	1.703	0.329%	AA+	Aa1
APPLE INC	037833BS8	02/23/2021	1,000,000.00	101.0078	1,010,077.96	1,008,960.00	1,008,213.33	1.227	0.696%	AA+	Aa1
AMERICAN HONDA FINANCE CORP	02665WAZ4	09/24/2020	1,350,000.00	99.3047	1,340,613.50	1,341,454.50	1,347,446.51	2.853	0.924%	A	A3
AMERICAN HONDA FINANCE CORP	02665WAZ4	09/24/2020	1,150,000.00	99.3047	1,142,004.10	1,155,600.50	1,152,614.56	1.970	0.787%	A	A3
AMERICAN HONDA FINANCE CORP	02665WBT7	07/20/2020	585,000.00	99.5874	582,586.44	585,573.30	585,335.44	1.758	0.401%	A	A3
---	---	06/20/2021	13,075,000.00	101.2208	13,230,539.02	13,159,582.65	13,146,278.35	2.168	9.114%	A+	A2

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	99.6904	1,993,808.00	1,970,778.34	1,991,682.22	1.994	1.374%	A-1+	P-1
Toyota Motor Credit Corporation	89233GFG6	06/16/2020	2,000,000.00	99.6904	1,993,808.00	1,970,778.34	1,991,682.22	1.994	1.374%	A-1+	P-1

MMFUND

Holdings by Security Type ACTC

ACTC 2000 Measure B (159783)

Base Currency: USD As of 03/31/2020

Dated: 04/21/2020

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
MORG STAN I LQ:GV I	61747C707	03/31/2020	11,122,606.89	1.0000	11,122,606.89	11,122,606.89	11,122,606.89	0.230	7.662%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	03/31/2020	11,122,606.89	1.0000	11,122,606.89	11,122,606.89	11,122,606.89	0.230	7.662%	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	912828WR7	06/30/2021	7,500,000.00	102.5039	7,687,792.50	7,430,566.43	7,464,701.37	2.516	5.296%	AA+	Aaa
UNITED STATES TREASURY	912828XW5	06/30/2022	4,000,000.00	103.4375	4,137,500.00	3,900,000.00	3,934,920.63	2.510	2.850%	AA+	Aaa
UNITED STATES TREASURY	912828S35	06/30/2023	500,000.00	103.4453	517,226.50	476,250.00	482,475.87	2.522	0.356%	AA+	Aaa
UNITED STATES TREASURY	912828WR7	06/30/2021	2,300,000.00	102.5039	2,357,589.70	2,284,457.04	2,291,510.15	2.431	1.624%	AA+	Aaa
UNITED STATES TREASURY	912828WN6	05/31/2021	2,300,000.00	102.1523	2,349,502.90	2,278,527.34	2,288,635.27	2.438	1.619%	AA+	Aaa
UNITED STATES TREASURY	912828G53	11/30/2021	2,400,000.00	102.7891	2,466,938.40	2,366,718.74	2,379,477.68	2.408	1.699%	AA+	Aaa
UNITED STATES TREASURY	9128285R7	12/15/2021	2,400,000.00	104.1094	2,498,625.60	2,413,875.00	2,408,635.49	2.405	1.721%	AA+	Aaa
UNITED STATES TREASURY	912828WG1	04/30/2021	2,300,000.00	102.3203	2,353,366.90	2,290,656.25	2,295,231.30	2.448	1.621%	AA+	Aaa
UNITED STATES TREASURY	912828RC6	08/15/2021	2,300,000.00	102.6953	2,361,991.90	2,283,828.13	2,290,782.59	2.427	1.627%	AA+	Aaa
UNITED STATES TREASURY	912828F21	09/30/2021	2,300,000.00	102.8906	2,366,483.80	2,283,378.91	2,290,171.10	2.421	1.630%	AA+	Aaa
UNITED STATES TREASURY	912828G87	12/31/2021	2,400,000.00	103.3164	2,479,593.60	2,381,718.74	2,388,513.54	2.409	1.708%	AA+	Aaa
UNITED STATES TREASURY	912828Y20	07/15/2021	2,300,000.00	103.1875	2,373,312.50	2,310,062.50	2,305,577.09	2.429	1.635%	AA+	Aaa
UNITED STATES TREASURY	912828XH8	06/30/2020	3,000,000.00	100.3794	3,011,382.00	2,988,515.64	2,997,104.78	2.023	2.075%	AA+	Aaa
UNITED STATES TREASURY	9128286Y1	06/15/2022	1,950,000.00	103.3828	2,015,964.60	1,948,019.52	1,948,510.01	1.786	1.389%	AA+	Aaa
UNITED STATES TREASURY	912828XW5	06/30/2022	1,950,000.00	103.4375	2,017,031.25	1,947,333.98	1,947,985.13	1.797	1.390%	AA+	Aaa
UNITED STATES TREASURY	912828VZ0	09/30/2020	350,000.00	100.9336	353,267.60	350,423.83	350,202.99	1.881	0.243%	AA+	Aaa
UNITED STATES TREASURY	912828L65	09/30/2020	6,500,000.00	100.6562	6,542,653.00	6,372,031.25	6,462,555.76	2.565	4.507%	AA+	Aaa
UNITED STATES TREASURY	9128285G1	10/31/2020	1,200,000.00	101.5898	1,219,077.60	1,210,968.74	1,204,375.17	2.233	0.840%	AA+	Aaa
UNITED STATES TREASURY	912828A42	11/30/2020	2,100,000.00	101.2891	2,127,071.10	2,094,285.15	2,094,918.24	2.373	1.465%	AA+	Aaa
UNITED STATES TREASURY	912828Q78	04/30/2021	1,475,000.00	101.3320	1,494,647.00	1,469,583.98	1,470,732.18	1.647	1.030%	AA+	Aaa
UNITED STATES TREASURY	9128282S8	08/31/2022	2,000,000.00	103.2812	2,065,624.00	2,000,234.38	2,000,209.23	1.620	1.423%	AA+	Aaa
UNITED STATES TREASURY	912828J76	03/31/2022	1,900,000.00	103.0625	1,958,187.50	1,905,714.84	1,904,989.36	1.615	1.349%	AA+	Aaa
UNITED STATES TREASURY	912828XD7	05/31/2022	1,900,000.00	103.5664	1,967,761.60	1,911,949.22	1,910,535.58	1.612	1.356%	AA+	Aaa
UNITED STATES TREASURY	912828WZ9	04/30/2022	1,900,000.00	103.1797	1,960,414.30	1,905,789.06	1,905,079.65	1.618	1.351%	AA+	Aaa
UNITED STATES TREASURY	912828J43	02/28/2022	1,900,000.00	102.9219	1,955,516.10	1,905,121.09	1,904,445.92	1.625	1.347%	AA+	Aaa
UNITED STATES TREASURY	912828YF1	09/15/2022	2,000,000.00	103.0859	2,061,718.00	1,993,906.25	1,994,550.26	1.614	1.420%	AA+	Aaa
UNITED STATES TREASURY	912828TY6	11/15/2022	2,000,000.00	103.5391	2,070,782.00	1,999,609.38	1,999,648.30	1.632	1.427%	AA+	Aaa
UNITED STATES TREASURY	912828YK0	10/15/2022	2,000,000.00	102.8203	2,056,406.00	1,985,703.12	1,987,170.18	1.634	1.417%	AA+	Aaa
UNITED STATES TREASURY	912828A83	12/31/2020	7,500,000.00	101.7266	7,629,495.00	7,477,441.43	7,491,343.07	2.533	5.256%	AA+	Aaa
UNITED STATES TREASURY	912828A83	12/31/2020	2,200,000.00	101.7266	2,237,985.20	2,196,046.89	2,198,338.72	2.478	1.542%	AA+	Aaa
UNITED STATES TREASURY	912828N48	12/31/2020	1,080,000.00	101.2734	1,093,752.72	1,082,109.38	1,081,709.97	1.536	0.753%	AA+	Aaa
UNITED STATES TREASURY	9128285B2	09/30/2020	3,040,000.00	101.3125	3,079,900.00	3,064,106.26	3,057,834.71	1.558	2.122%	AA+	Aaa
UNITED STATES TREASURY	912828N89	01/31/2021	985,000.00	101.0938	995,773.93	981,344.72	982,860.15	1.640	0.686%	AA+	Aaa
UNITED STATES TREASURY	9128283X6	02/15/2021	2,200,000.00	101.8984	2,241,764.80	2,191,062.50	2,195,902.58	2.469	1.544%	AA+	Aaa
UNITED STATES TREASURY	9128284B3	03/15/2021	2,200,000.00	102.1875	2,248,125.00	2,196,906.25	2,198,517.05	2.448	1.549%	AA+	Aaa
UNITED STATES TREASURY	912828C57	03/31/2021	7,500,000.00	102.1172	7,658,790.00	7,455,175.73	7,479,706.42	2.530	5.276%	AA+	Aaa
UNITED STATES TREASURY	---	07/29/2021	93,830,000.00	102.3356	96,013,014.60	93,326,421.67	93,589,857.51	2.228	66.142%	AA+	Aaa

Summary

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
---	---	06/26/2021	142,184,228.48	94.5638	145,161,708.97	141,856,875.21	142,089,210.53	2.059	100.000%	AA+	Aa1

Holdings by Security Type ACTC

Base Currency: USD As of 03/31/2020

ACTC 2000 Measure B (159783)

Dated: 04/21/2020

* 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 2014 Measure BB (159782)

Base Currency: USD As of 03/31/2020

Dated: 04/21/2020

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	100.0476	3,001,426.86	2,944,563.00	2,998,580.45	2.312	2.601%	AA+	Aaa
FEDERAL NATIONAL MORTGAGE ASSOCIATION	3135G0H55	12/28/2020	3,500,000.00	101.0808	3,537,829.44	3,532,865.00	3,529,987.93	0.711	3.066%	AA+	Aaa
---	---	09/03/2020	6,500,000.00	100.6062	6,539,256.29	6,477,428.00	6,528,568.38	1.447	5.668%	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 BANKS	313384ZT9	07/23/2020	11,475,000.00	99.9718	11,471,758.31	11,388,115.09	11,419,531.10	1.552	9.943%	A-1+	P-1
FEDERAL HOME LOAN BANKS	313384A33	07/31/2020	3,075,000.00	99.9698	3,074,069.81	3,052,697.27	3,059,031.77	1.557	2.664%	A-1+	P-1
FEDERAL HOME LOAN BANKS	313384YH6	06/19/2020	2,150,000.00	99.9846	2,149,669.74	2,138,762.96	2,142,663.42	1.565	1.863%	A-1+	P-1
FEDERAL HOME LOAN BANKS	---	07/20/2020	16,700,000.00	99.9730	16,695,497.86	16,579,575.32	16,621,226.30	1.554	14.471%	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	03/31/2020	1,024.31	1.0000	1,024.31	1,024.31	1,024.31	0.000	0.001%	AAA	Aaa
Receivable	CCYUSD	03/31/2020	1,024.31	1.0000	1,024.31	1,024.31	1,024.31	0.000	0.001%	AAA	Aaa

CORP

Description	Identifier	Final Maturity	Current Units	Market Price	Market Value	Original Cost	Book Value	Book Yield	% of Market Value	S&P Rating	Moody's Rating
INTEL CORP	458140AZ3	05/11/2020	1,000,000.00	99.9300	999,300.00	985,900.00	999,259.84	2.548	0.866%	A+	A1
COLGATE-PALMOLIVE CO	19416QDR8	11/01/2020	3,000,000.00	100.3815	3,011,446.02	3,029,370.00	3,021,451.13	1.711	2.610%	AA-	Aa3
CATERPILLAR FINANCIAL SERVICES CORP	14913Q2Q1	12/07/2020	2,156,000.00	100.6271	2,169,520.56	2,185,839.04	2,178,401.68	1.810	1.880%	A	A3
AMERICAN HONDA FINANCE CORP	02665WAZ4	09/24/2020	815,000.00	99.3047	809,333.34	818,944.60	817,733.27	1.744	0.701%	A	A3
AMERICAN HONDA FINANCE CORP	02665WBT7	07/20/2020	1,450,000.00	99.5874	1,444,017.66	1,451,334.00	1,450,784.71	1.769	1.252%	A	A3
---	---	09/29/2020	8,421,000.00	100.1536	8,433,617.58	8,471,387.64	8,467,630.62	1.848	7.310%	A+	A2

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	99.6339	2,739,932.25	2,721,482.50	2,737,418.75	1.848	2.375%	A-1+	P-1
Toyota Motor Credit Corporation	89233GFW1	06/30/2020	2,750,000.00	99.6339	2,739,932.25	2,721,482.50	2,737,418.75	1.848	2.375%	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	03/31/2020	10,825,004.25	1.0000	10,825,004.25	10,825,004.25	10,825,004.25	0.230	9.383%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	03/31/2020	10,825,004.25	1.0000	10,825,004.25	10,825,004.25	10,825,004.25	0.230	9.383%	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	912828X21	04/15/2020	3,000,000.00	100.0543	3,001,629.00	2,952,421.89	2,999,096.21	2.309	2.602%	AA+	Aaa
UNITED STATES TREASURY	912828ND8	05/15/2020	2,888,000.00	100.4120	2,899,898.56	2,939,555.31	2,891,297.14	2.522	2.513%	AA+	Aaa

Holdings by Security Type ACTC

ACTC 2014 Measure BB (159782)

Base Currency: USD As of 03/31/2020

Dated: 04/21/2020

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	912828XH8	06/30/2020	25,920,000.00	100.3794	26,018,340.48	25,820,775.13	25,894,985.33	2.023	22.551%	AA+	Aaa
UNITED STATES TREASURY	912828L32	08/31/2020	3,900,000.00	100.5312	3,920,716.80	3,894,363.29	3,896,258.60	1.608	3.398%	AA+	Aaa
UNITED STATES TREASURY	912828L99	10/31/2020	11,375,000.00	100.7188	11,456,763.50	11,359,003.91	11,362,699.76	1.562	9.930%	AA+	Aaa
UNITED STATES TREASURY	912828N48	12/31/2020	11,350,000.00	101.2734	11,494,530.90	11,372,168.03	11,367,970.53	1.536	9.963%	AA+	Aaa
UNITED STATES TREASURY	9128285B2	09/30/2020	11,200,000.00	101.3125	11,347,000.00	11,288,812.53	11,265,706.83	1.558	9.835%	AA+	Aaa
UNITED STATES TREASURY	---	09/01/2020	69,633,000.00	100.7277	70,138,879.24	69,627,100.09	69,678,014.40	1.803	60.793%	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
---	---	08/12/2020	114,830,028.56	91.2180	115,373,211.78	114,703,002.11	114,858,887.02	1.604	100.000%	AA+	Aa1

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

Holdings by Security Type ACTC

ACTC Series 2014-Interest Fd (159784)

Base Currency: USD As of 03/31/2020

Dated: 04/21/2020

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	03/31/2020	299.26	1.0000	299.26	299.26	299.26	0.000	0.057%	AAA	Aaa
Receivable	CCYUSD	03/31/2020	299.26	1.0000	299.26	299.26	299.26	0.000	0.057%	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	03/31/2020	525,049.53	1.0000	525,049.53	525,049.53	525,049.53	0.230	99.943%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	03/31/2020	525,049.53	1.0000	525,049.53	525,049.53	525,049.53	0.230	99.943%	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
---	---	03/31/2020	525,348.79	1.0000	525,348.79	525,348.79	525,348.79	0.230	100.000%	AAA	Aaa

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

Holdings by Security Type ACTC

ACTC Series 2014-Principal Fd (159786)

Base Currency: USD As of 03/31/2020

Dated: 04/21/2020

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	03/31/2020	1,437.08	1.0000	1,437.08	1,437.08	1,437.08	0.000	0.054%	AAA	Aaa
Receivable	CCYUSD	03/31/2020	1,437.08	1.0000	1,437.08	1,437.08	1,437.08	0.000	0.054%	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	03/31/2020	2,646,162.27	1.0000	2,646,162.27	2,646,162.27	2,646,162.27	0.230	99.946%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	03/31/2020	2,646,162.27	1.0000	2,646,162.27	2,646,162.27	2,646,162.27	0.230	99.946%	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
---	---	03/31/2020	2,647,599.35	1.0000	2,647,599.35	2,647,599.35	2,647,599.35	0.230	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 03/31/2020

Dated: 04/21/2020

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	03/31/2020	0.55	1.0000	0.55	0.55	0.55	0.000	0.066%	AAA	Aaa
Receivable	CCYUSD	03/31/2020	0.55	1.0000	0.55	0.55	0.55	0.000	0.066%	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	03/31/2020	837.60	1.0000	837.60	837.60	837.60	0.230	99.934%	AAAm	Aaa
MORG STAN I LQ:GV I	61747C707	03/31/2020	837.60	1.0000	837.60	837.60	837.60	0.230	99.934%	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
---	---	03/31/2020	838.15	1.0000	838.15	838.15	838.15	0.230	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

6.7

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

DATE: May 21, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: Approve an amendment to the Alameda CTC Administrative Code in order to create the Multi-Modal Committee and clarify other management and administrative items of the Commission

Recommendation

It is recommended that the Commission approve an amendment to the Alameda CTC Administrative Code to create the Multi-Modal Committee and clarify administrative items of the Commission.

Summary

At the January 30, 2020 Commission meeting, the newly-elected Chair of the governing body of Alameda CTC made a request to combine some standing committees, which generally had smaller agendas into one standing committee by establishing a new Alameda CTC Multi-Modal Committee (MMC). Per Section 4.1.14 of the currently adopted Administrative Code, the Commission may create, modify or terminate a standing committee of the Commission as may be deemed necessary by the Commission, subject to compliance with the Expenditure Plans and applicable laws. Approval of these actions requires an amendment to the Alameda CTC Administrative Code (Attachment A).

This new Multi-Modal Committee will meet on an as-needed basis and serve in an advisory capacity to the governing body of the Commission to guide planning efforts and advise on issues, policies and programs that impact the I-580 express lanes, transit and goods movement.

In addition, legal counsel for Alameda CTC, along with staff performed a review of the current administrative code to ensure accuracy and clarify administrative matters to ensure consistency in application to the agency.

Background

The most significant recommended change to the Alameda CTC Administrative Code is the addition of the Multi-Modal Committee, which will combine responsibilities of the current I-580 Express Lanes Committee, the Transit Committee, and the Goods Movement Committee and will meet on an as needed basis.

Additional recommended changes to the Administrative Code include:

- The addition of the Audit Committee as a standing committee to the Administrative Code which was established by the Commission on September 12, 2011;
- Clarification that the Commission can hold the Organizational meeting in the first quarter of the calendar year versus during the sole month of January at the full Commission meeting. This timing did not often work due to elections and the need to query members on committee appointments as well as other organizational considerations by newly elected leadership;
- Clarification of the powers, authority and duties of the standing and ad-hoc committees; and
- Other miscellaneous technical adjustments to help ensure accuracy and clarity in agency administration.

Fiscal Impact: The fiscal impact of this item will be a small reduction of costs to the Agency based on the number of Commissioners assigned to the new Multi-Modal Committee vs. the number of Commissioners who were assigned to the I-580 Express Lanes Committee, the Transit Committee, and Goods Movement Committee and the number of meetings held per fiscal year. Each member will be compensated up to the maximum allowable rate of \$225 for each such meeting attended, plus travel costs at the per diem rate of \$25, as applicable.

Attachment:

- A. Amended Alameda CTC Administrative Code

**ALAMEDA COUNTY TRANSPORTATION COMMISSION
ADMINISTRATIVE CODE
(as amended on ____)**

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**ALAMEDA COUNTY TRANSPORTATION COMMISSION
ADMINISTRATIVE CODE**
(as amended on _____)

**ARTICLE 1
GENERAL PROVISIONS**

1.1 Title. This Code is enacted by the Alameda County Transportation Commission (“Alameda CTC” or “ACTC”) pursuant to the provisions of California Public Utilities Code Section 180105 and the Joint Powers Agreement dated for reference purposes as of March 25, 2010 (as it may subsequently be amended from time to time) which created the Alameda CTC (“JPA”). This Code may be referred to as the “Alameda County Transportation Commission Administrative Code.” This Code prescribes the powers and duties of officers of Alameda CTC, the method of appointment of employees of Alameda CTC, and the methods, procedures, and systems of operation and management of Alameda CTC.

1.2 Reference Includes Amendments. Reference to this Code or any portion thereof includes later amendments thereto. This Code may be amended by ordinance of the Commission.

1.3 Severability. If any term or provision of this Code is ever determined to be invalid or unenforceable for any reason, such term or provision shall be severed from this Code without affecting the validity or enforceability of the remainder of this Code.

1.4 Interpretation. Section headings in this Code are for convenience of reference only and shall not affect the meaning or interpretation of any provision of this Code. As used herein: (a) the singular shall include the plural (and vice versa) and the masculine or neuter gender shall include the feminine gender (and vice versa) where the context so requires; (b) locative adverbs such as “herein,” “hereto,” and “hereunder” shall refer to this Code in its entirety and not to any specific Section or paragraph; (c) the terms “include,” “including,” and similar terms shall be construed as though followed immediately by the phrase “but not limited to;” and (d) “shall,” “will” and “must” are mandatory and “may” is permissive.

**ARTICLE 2
CODE OF ETHICS**

2.1 Ethics Statement. The foundation of any democratic institution or governmental agency relies upon the trust and confidence its citizens place in its elected officials, appointed managers or administrators, and staff. Honesty, integrity and professionalism must serve as the guiding principles for Alameda CTC in carrying out its deliberations and Alameda CTC’s business. The ethical operation of local government requires that decision-makers be impartial and accountable. Alameda CTC expects its representatives, including but not limited to Commission Members, employees, contractors, and advisory committee members to act in a manner that retains and inspires the trust and confidence of the people they serve.

2.2 Expectations. It is the general policy of Alameda CTC to promote the highest standards of personal and professional ethics by individuals charged with carrying out Alameda CTC's business. Alameda CTC expects all participants to:

2.2.1 Conduct public deliberations and Alameda CTC business in an atmosphere of mutual respect, consideration, cooperation and civility.

2.2.2 Conduct public processes openly, unless legally required to be confidential.

2.2.3 Comply with both the letter and spirit of the laws and policies affecting the operations of government in general and Alameda CTC specifically, including but not limited to the Political Reform Act, common law restrictions on conflicts of interest and self-dealing, Government Code Section 1090, and the Conflict of Interest Code.

2.2.4 Use public service for the public good, not for personal gain.

2.3 Nepotism. To ensure that the business of the Alameda CTC is conducted in accordance with the standards outlined in this Article 2 and to avoid situations that create an actual or potential conflict between employees or officials' personal interests and the interests of the agency, no close relative, as defined in Article 3, of the Executive Director, Executive Team, General Counsel, or a Commission Member may be employed by the Alameda CTC during the above-listed employees/officials' tenure or term.

ARTICLE 3 DEFINITIONS

3.1 Existing Definitions Adopted. For the purposes of this Code, all words not defined herein shall have such meanings as (i) have been established in a controlling Expenditure Plan, or (ii) have been determined by the laws of the State and decisions of the courts of the State, or (iii) if a term has not been defined in any of the foregoing, the term shall have such meaning as is ascribed to it in standard American-English vernacular, as evidenced by common usage and definitions contained in generally-accepted American-English dictionaries.

3.2 "1986 Transportation Expenditure Plan" means the Alameda County Transportation Expenditure Plan approved by the voters of Alameda County pursuant to the passage of the original Measure B on November 4, 1986, as it may subsequently be amended from time to time.

3.3 "2000 Measure B" means Measure B as adopted by the voters of Alameda County on November 7, 2000 pursuant to Section 180206 of the Act. The half-cent sales tax authorized by 2000 Measure B will extend through March 31, 2022.

3.4 "2000 Transportation Expenditure Plan" means Alameda County's 20-Year Transportation Expenditure Plan, dated July 2000 and funded by the retail transactions and use tax imposed pursuant to 2000 Measure B, as it may subsequently be amended from time to time.

3.5 “2014 Measure BB” means Measure BB as adopted by the voters of Alameda County on November 4, 2014 pursuant to Section 180206 of the Act. Measure BB augments the 2000 Measure B half-cent sales tax by an additional half cent, from April 1, 2015 through March 31, 2022. The full one-cent sales tax authorized by 2014 Measure BB will begin April 1, 2022 and will extend through March 31, 2045.

3.6 “2014 Transportation Expenditure Plan” means Alameda County’s 30-Year Transportation Expenditure Plan, dated January 2014 and funded by the retail transaction and use tax imposed pursuant to 2014 Measure BB, as it may subsequently be amended from time to time.

3.7 “Act” means Division 9 of the California Public Utilities Code, Sections 180000 et seq., also known as the Local Transportation Authority and Improvement Act, as the Act may be amended from time to time.

3.8 “ACCMA” or “CMA” each mean the Alameda County Congestion Management Agency, the agency originally tasked with the duty of adopting and implementing the Congestion Management Program, as a result of the 1990 passage of Proposition 111. ACCMA has now been dissolved, and Alameda CTC has assumed its duties, rights and obligations pursuant to the JPA.

3.9 “ACTA” means the Alameda County Transportation Authority, the agency originally tasked with the duty of implementing the 1986 Transportation Expenditure Plan. ACTA has now been dissolved, and Alameda CTC has assumed its duties, rights and obligations pursuant to the JPA.

3.10 “ACTAC” means the Alameda County Transportation Advisory Committee, the technical advisory committee to the Commission, as described herein.

3.11 “ACTIA” means the Alameda County Transportation Improvement Authority, the agency originally tasked with the duty of implementing the 2000 Transportation Expenditure Plan. ACTIA has now been dissolved, and Alameda CTC has assumed its duties, rights and obligations pursuant to the JPA.

3.12 “Advisory Committee” means each advisory committee established by or for the Commission.

3.13 “Alameda CTC” and “ACTC” each mean the Alameda County Transportation Commission.

3.14 “Alternate” means each of those persons appointed to serve and vote as an alternate member of the Commission or of a Standing Committee in the absence of a specific Commission Member. Each Alternate shall be an elected official and shall meet all other criteria set forth in the JPA. Commission Member’s staff are not eligible to serve as an alternate for the Commission Member.

3.15 “Annual Budget” means the budget for Alameda CTC, including budgets related to (i) the 1986 Transportation Expenditure Plan, (ii) the 2000 Transportation Expenditure Plan, as required by Section 180105 of the Act, (iii) the 2014 Transportation Expenditure Plan, as required by Section 180105 of the Act, (iv) the Congestion Management Program, (v) the Vehicle Registration Fee (VRF) Expenditure Plan, and (vi) other matters.

3.16 “Audit Committee” means such Standing Committee, consisting of the Chair of the Commission, the Vice Chair of the Commission and the Chair of the Finance and Administration Committee, that meets on an as needed basis with the powers, authority and duties as described in Section 4.9 herein.

3.17 “Authorized Vote” means the total number of weighted votes represented by all Commission Members, pursuant to the provisions of the JPA. Weighted voting applies only to actions by the Commission, and is not used for Committee votes.

3.18 “Bicycle and Pedestrian Advisory Committee” or “BPAC” each mean the Advisory Committee which shall advise Alameda CTC and staff on the development and implementation of bicycle and pedestrian programs.

3.19 “Board of Supervisors” means the Board of Supervisors of the County.

3.20 “Bonds” means indebtedness and securities of any kind or class, including but not limited to bonds, refunding bonds, or revenue anticipation notes.

3.21 “Brown Act” means the Ralph M. Brown Act, Government Code Sections 54950 *et seq.*, as it may be amended from time to time.

3.22 “Chair” means the Chair of the Commission, as elected by the Commission.

3.23 “Citizens Watchdog Committee” or “CWC” each mean the Advisory Committee for 2000 Measure B required by the 2000 Transportation Expenditure Plan. Pursuant to 2014 Measure BB, the CWC has been renamed the Independent Watchdog Committee effective July 1, 2015.

3.24 “City” means any incorporated city or town within the County.

3.25 “Clerk” means the Staff member designated by the Executive Director to serve as the Clerk of the Commission.

3.26 “Close Relative” means a spouse, domestic partner, child, parent, grandparent, grandchild, brother, sister, parent-in-law, brother-in-law, sister-in-law, nephew, niece, aunt, uncle, or first cousin, or the spouse of any such person.

3.27 “Code” means this Administrative Code of the Alameda County Transportation Commission.

3.28 “Commission” means the governing body of Alameda CTC, which constitutes the legislative body of Alameda CTC as defined under Section 54952 of the Brown Act. The

Commission is referenced as the “Board” in the JPA and certain other documentation to ensure consistency with the historical practice of ACTA, ACTIA, and ACCMA.

3.29 “Commission Engineer” means a Staff member holding and maintaining a California Professional Civil Engineer license who is designated by the Executive Director as the Commission Engineer.

3.30 “Commission Member” and “Commissioner” each mean each of those persons appointed to serve as a member of the Commission pursuant to the JPA.

3.31 “Commission Meeting” means a regular or special meeting of the full governing body of the Alameda CTC noticed in accordance with the Brown Act.

3.32 “Conflict of Interest Code” means the Conflict of Interest Code of the Alameda CTC, as adopted and regularly updated by the Commission pursuant to the provisions of Government Code Section 87300 *et seq.*

3.33 “Congestion Management Agency” means the Alameda CTC serving in its role as the County’s Congestion Management Program agency, as designated pursuant to Government Code Section 65089 and the JPA.

3.34 “Congestion Management Program” means the program developed and administered by Alameda CTC, as the Congestion Management Agency and successor to the ACCMA, in accordance with the provisions of Government Code Section 65089.

3.35 “County” means the County of Alameda.

3.36 “Elected Official” means (i) any duly elected and serving official of the legislative body, as defined in Government Code Sections 34000 and 34002, of any City, (ii) any duly elected and serving member of the Board of Supervisors, and (iii) any duly elected and serving official of the legislative body of any Member Transit Agency.

3.37 “Executive Director” means the chief executive officer selected by the Commission to conduct the overall and day-to-day management of the activities of Alameda CTC.

3.38 “Expenditure Plan Project” means a project and/or a program described in one or more of the Expenditure Plans.

3.39 “Expenditure Plans” mean the 1986 Transportation Expenditure Plan, the 2000 Transportation Expenditure Plan, the 2014 Transportation Expenditure Plan and the VRF Expenditure Plan, collectively.

3.40 “Finance and Administration Committee” or “FAC” each mean such Standing Committee with the powers, authority and duties as described in Section 4.9 herein.

3.41 “Fiscal Year” means July 1 to and including the following June 30.

3.42 “General Counsel” or “Legal Counsel” means the attorney(s) or law firm(s) acting as general counsel to Alameda CTC.

3.43 “Geographic Area” means the four subareas in the County, consisting of North County (the cities of Alameda, Albany, Berkeley, Emeryville, Oakland and Piedmont), Central County (the cities of Hayward and San Leandro and the unincorporated areas of Ashland, Castro Valley, San Lorenzo and others in the central section of the County), South County (the cities of Fremont, Newark and Union City), and East County (the cities of Dublin, Livermore, Pleasanton and the unincorporated areas of Eastern Alameda County).

3.44 “Holiday” means any day observed by Alameda CTC as a holiday, other than a Saturday or Sunday.

3.45 “Independent Watchdog Committee” or “IWC” each mean the committee created by the Commission as required by Measure BB, with the assistance of the League of Women Voters and other groups as defined in the 2014 Transportation Expenditure Plan. The IWC is a continuation of the Citizens Watchdog Committee originally created by the ACTIA Board as required by 2000 Measure B, as renamed effective on July 1, 2015. The IWC reports directly to the public and is charged with reviewing all 2000 Measure B expenditures and 2014 Measure BB expenditures and performance measures of Alameda CTC, as appropriate. IWC members are private individuals who are not elected officials at any level of government, nor individuals in a position to benefit personally in any way from the taxes levied pursuant to 2000 Measure B and 2014 Measure BB.

3.46 “Investment Policy” means any investment policy adopted by the Commission in conformance with applicable law.

3.47 “JPA” means the Joint Powers Agreement which created Alameda CTC, dated for reference purposes as of March 25, 2010, as it may subsequently be amended from time to time.

3.48 “Member Agency” means each public agency which is a member of Alameda CTC pursuant to the JPA.

3.49 “Member Transit Agency” means each transit agency which is a Member Agency.

3.50 “Metropolitan Transportation Commission” means the regional transportation planning agency for the San Francisco Bay Area authorized and created by Government Code Sections 66500 *et seq.*

3.51 “Multi-Modal Committee” or “MMC” each mean such Standing Committee with the powers, authority and duties as described in Section 4.9 herein. This committee is primarily a planning committee and only meets on an as-needed basis.

3.52 “Net Revenues” means respectively (i) gross revenues derived from imposition of a retail transactions and use tax, less Board of Equalization administrative and other charges,

with respect to the 1986 Transportation Expenditure Plan, 2000 Transportation Expenditure Plan and 2014 Transportation Expenditure Plan, or (ii) gross revenues derived from imposition of the VRF, less Department of Motor Vehicles administrative and other charges, with respect to the VRF Expenditure Plan.

3.53 “Official Acts” means all substantive actions taken by the Commission, excluding matters which are procedural in nature.

3.54 “Organizational Meeting” means the annual regular Commission Meeting held during the first quarter of each calendar year at which the Commission elects its chair and vice chair.

3.55 “Paratransit Advisory and Planning Committee” or “PAPCO” each mean the Advisory Committee, as described in Section 5.5 herein, which shall advise Alameda CTC and staff on the development and implementation of paratransit programs.

3.56 “Planning, Policy, and Legislation Committee” and “PPLC” each mean such Standing Committee with the powers, authority and duties as described in Section 4.9 herein.

3.57 “Programs and Projects Committee” or “PPC” each mean such Standing Committee with the powers, authority and duties as described in Section 4.9 herein.

3.58 “Procurement Policy” means any policy or policies adopted by the Commission regarding procurement of goods, services and supplies, and hiring of consultants and contractors, as such policy or policies may be amended from time to time.

3.59 “Staff” means employees of Alameda CTC.

3.60 “Standing Committee” means each of the standing subcommittees of the Commission as described in Section 4.9 herein, consisting of the Audit Committee, the FAC, the PPLC, the PPC, and the MMC.

3.61 “State” means the State of California.

3.62 “Vice Chair” means the Vice Chair of the Commission, as elected by the Commission.

3.63 “VRF” means the vehicle registration fee adopted by the voters of the County in 2010 pursuant to Government Code Section 65089.20, as codified pursuant to Senate Bill 83 in 2009.

3.64 “VRF Expenditure Plan” means the expenditure plan adopted with respect to the VRF, and as it may subsequently be amended from time to time.

3.65 “Working Day” means any day other than a Saturday, Sunday or Holiday.

**ARTICLE 4
POWERS, AUTHORITY AND DUTIES**

4.1 Power, Authority and Duty of the Commission. The Commission shall have the power, authority, and duty to do all of those things necessary and required to accomplish the stated purpose and goals of Alameda CTC as set forth in the JPA. Except as otherwise provided herein, the Commission may delegate its power and authority to the Executive Director, who may further delegate such power and authority to Staff. Without limiting the generality of the foregoing, the Commission shall have the power and authority to do any of the following on behalf of Alameda CTC:

4.1.1 To administer and amend, as necessary, the Expenditure Plans, to provide for the design, financing and construction of the projects described therein, and to determine the use of Net Revenues in conformance with the parameters established in the Expenditure Plans, and in conformance with governing statutes.

4.1.2 To provide for the design, financing and construction of other projects as may be undertaken from time to time by Alameda CTC.

4.1.3 To serve as a lead agency and evaluate and certify projects under the California Environmental Quaita Act (CEQA) where authorized by law.

4.1.4 To prepare, adopt, implement and administer the Congestion Management Program as the designated congestion management agency for Alameda County.

4.1.5 To establish, update and amend the Annual Budget.

4.1.6 To enter into a contract with the Executive Director, which contract shall include the rate of compensation and other benefits of the Executive Director.

4.1.7 To establish and revise the salary and benefit structure for Alameda CTC employees from time to time.

4.1.8 To make and enter into contracts.

4.1.9 To appoint agents.

4.1.10 To acquire, hold, or dispose of real property and other property by any lawful means, including without limitation, gift, purchase, lease, lease purchase or sale, including use of the power of eminent domain to the extent the Alameda CTC is legally entitled to exercise such power. In compliance with applicable State law, resolutions of necessity related to the exercise of such power shall be heard by the Commission without prior review by any Standing Committee.

4.1.11 To incur debts, liabilities or obligations subject to applicable limitations, including without limitation the issuance of Bonds.

4.1.12 Subject to applicable reporting and other limitations as set forth in the Conflict of Interest Code, to receive gifts, contributions and donations of property, funds, services and other forms of financial assistance from persons, firms, corporations and any governmental entity.

4.1.13 To sue and be sued on behalf of Alameda CTC.

4.1.14 To apply for appropriate grants under any federal, state, regional or local programs for assistance in developing any of its projects, administering any of its programs, or carrying out any other duties of Alameda CTC pursuant to the JPA.

4.1.15 To create, modify and/or terminate the Standing Committees, Advisory Committees, and ad hoc committees as may be deemed necessary by the Commission, subject to compliance with the Expenditure Plans and applicable laws.

4.1.16 To review and amend the Administrative Code as necessary.

4.1.17 To establish such policies for the Commission and/or Alameda CTC as the Commission deems necessary or are required by applicable law, and thereafter to amend such policies as appropriate.

4.1.18 To exercise any other powers authorized in the JPA, the Act, the congestion management statutes (Government Code §§65088 *et seq.*), and/or any other applicable state or federal laws or regulations.

4.1.19 To administer Alameda CTC in furtherance of all the above.

4.2 Rules For Proceedings. Except as otherwise provided herein, the following rules shall apply to all meetings of the Commission, the Standing Committees, the Independent Watchdog Committee, and all Advisory Committees.

4.2.1 The selection of topics for meeting agendas is within the sole discretion of Alameda CTC and all agenda items must be related to and further the mission of Alameda CTC.

4.2.2 All proceedings shall be governed by Robert's Rules of Order, unless otherwise specifically provided in this Code.

4.2.3 All meetings shall be conducted in the manner prescribed by the Brown Act.

4.2.4 A majority of the members of the Commission constitutes a quorum for the transaction of business of the Commission, regardless of the percentage of Authorized Vote present at the time, except that less than a quorum may adjourn from time to time.

4.2.5 Except as otherwise provided herein or otherwise required by applicable law, all Official Acts require the affirmative vote of a majority of the Authorized Vote of the Commission Members (and/or Alternates eligible to vote) present at the time of the vote.

4.2.6 Adoption of a resolution of necessity authorizing the exercise of the power of eminent domain requires approval by not less than 15 Commission Members (and/or Alternates eligible to vote), since a two-thirds vote of the 22 Commission Members is required by law. For projects on the State highway system, adoption of a resolution of necessity requires approval by not less than 18 Commission Members (and/or Alternates eligible to vote), since a four-fifths vote of the 22 Commission Members is required by law. Further, in compliance with Caltrans' requirements, adoption of a resolution agreeing to hear resolutions of necessity for projects on the State highway system requires approval by not less than 18 Commission Members (and/or Alternates eligible to vote). Weighted voting may not be used for the adoption of any resolutions discussed in this Section.

4.2.7 As required by the 2000 Transportation Expenditure Plan and the 2014 Transportation Expenditure Plan, two-thirds of the Authorized Vote of the Commission Members (and/or Alternates eligible to vote) present at the time of the vote is required to approve an amendment to the 2000 Transportation Expenditure Plan or the 2014 Transportation Expenditure Plan.

4.2.8 A two-thirds vote of the Commission Members (and/or Alternates eligible to vote) present at the time of the vote is required to approve a new Expenditure Plan.

4.2.9 A majority of the total Authorized Vote shall be required for each of the following actions by the Commission:

4.2.9.1 To adopt or amend the Congestion Management Program.

4.2.9.2 To adopt a resolution of conformance or non-conformance with the adopted Congestion Management Program.

4.2.9.3 To approve or reject a deficiency plan.

4.2.9.4 To adopt or amend the Countywide Transportation Plan.

4.2.9.5 To approve federal or state funding programs.

4.2.9.6 To adopt the Annual Budget and/or require contributions from any Member Agency.

4.2.10 The election of the Chair and Vice-Chair of the Commission will occur annually during a Commission Meeting in the first quarter of the calendar year, which serves as the Organizational Meeting for the Commission, and such elections will be effective immediately. If the Chair or Vice-Chair resigns or is removed from office, the election for Chair or Vice-Chair to serve the remainder of the term shall be held at the next Commission meeting. In choosing the Chair and Vice Chair, Members shall give reasonable consideration to rotating these positions among the Geographic Areas and the transit representatives, among other factors.

4.2.11 The Commission shall adopt the schedule of regular meetings of the Commission and the Standing Committees for the upcoming year after a Chair has been selected, but no later than the end of the first quarter of the calendar year. The Commission and each

Standing Committee may change the date for a regular meeting of such body to another business day if the regular date is a holiday or as otherwise determined by the Commission or such Standing Committee.

4.2.12 The acts of the Commission shall be expressed by motion, resolution, or ordinance.

4.2.13 A majority of the members of an Advisory Committee or Standing Committee constitutes a quorum for the transaction of business of such committee, except that less than a quorum may adjourn from time to time.

4.2.14 The acts of the Standing Committees, and Advisory Committees and Independent Committees shall be expressed by motion.

4.3 Compensation of Commission Members and Alternates. Commission Members or Alternates attending and participating in any Commission Meeting, a Standing Committee, or any external committee where such Commission Member or Alternate serves as the appointed or designated representative of Alameda CTC pursuant to Section 5.10 of this Administrative Code, shall be compensated at the rate of \$225 for each such meeting, plus travel costs, if applicable, at the per diem rate of \$25.

4.4 Powers Reserved to Commission. The matters not delegated to the Executive Director, but rather specifically reserved for the Commission, include adoption of the Annual Budget, establishment of strategy and policies for Alameda CTC, and succession planning for the Executive Director.

4.5 Commission Directions to Staff through Executive Director. Neither the Commission nor any Commission Member or Alternate shall give orders or directions to any Staff member except by and through the Executive Director. This shall not prohibit the Commission, Commission Members or Alternates from contacting Staff members for purposes of response or inquiry, to obtain information, or as authorized by the Executive Director.

4.6 Power, Authority and Duty of the Executive Director. The Commission delegates to the Executive Director all matters necessary for the day-to-day management of Alameda CTC, except matters specifically reserved for the Commission herein. The Executive Director shall, on behalf of Alameda CTC, be responsible for instituting those methods, procedures and systems of operations and management which, in his/her discretion, shall best accomplish the mission and goals of Alameda CTC. Without limitation, the Executive Director shall have the power, authority, and duty to do each of the following:

4.6.1 To serve as the chief executive officer of Alameda CTC and to be responsible to the Commission for the proper administration of all Alameda CTC affairs.

4.6.2 To prepare and submit an annual budget, and such amendments thereto as may be necessary, to the Commission for its approval.

4.6.3 To prepare and submit an annual salaries and benefits plan, and such amendments thereto as may be necessary, to the Commission for its approval.

4.6.4 To administer the personnel system of Alameda CTC, including hiring, controlling, supervising, promoting, transferring, suspending with or without pay or discharging any employee, including but not limited to determination of a staffing plan and determination of each employee's level of salary, subject to conformance with the Annual Budget and the salaries and benefits plan established from time to time by the Commission.

4.6.5 To prepare periodic reports updating the Commission on financial and project status, as well as other activities of Alameda CTC and Staff.

4.6.6 To approve and execute contracts on behalf of Alameda CTC following such approvals as may be required hereunder, subject to compliance with the Procurement Policy and any other applicable direction or policy of the Commission, and in accordance with the Annual Budget.

4.6.7 To see that all rules, regulations, ordinances, policies, procedures and resolutions of Alameda CTC are enforced.

4.6.8 To accept and consent to deeds or grants conveying any interest in or easement upon real estate to Alameda CTC pursuant to Government Code Section 27281, and to prepare and execute certificates of acceptances therefor from time to time as the Executive Director determines to be in furtherance of the purposes of the Commission. Such authority shall be limited to actions of a ministerial nature necessary to carry out conveyances authorized by the Commission.

4.6.9 To designate, in writing, the Commission Engineer and such Commission Engineer's authorized delegees. Any such designations will remain in effect until modified or revoked by the Executive Director.

4.7 Power, Authority and Duty of the Commission Engineer. The Commission Engineer shall do the following:

4.7.1 Sign plans for conformance with project requirements and design exceptions.

4.7.2 Certify matters related to utilities and rights-of-way in connection with right-of-way programs approved by the Commission.

4.7.3 Approve construction contract change orders (CCOs) and other documents which require, or recommend, the signature of an Alameda CTC representative with a California Professional Civil Engineering license, all in accordance with the applicable construction program manual.

4.8 Power, Authority and Duty of the Chair and Vice Chair.

4.8.1 The Chair shall preside over all Commission Meetings. In the absence of the Chair, the Vice Chair, not the Chair's alternate, shall serve as and have the authority of the Chair. In the event that the Chair knows he/she will be absent from a meeting, the Chair shall notify the Clerk of the Commission prior to the meeting. In the event of absence of both the Chair and Vice Chair or their inability to act, the members present shall select one of their members to act as Chair Pro Tempore, who, while so acting, shall have the authority of the Chair.

4.8.2 The Chair shall appoint all members, and select the chair and vice-chair, of each Standing Committee. In making such appointments, the Chair shall endeavor to include members representing all four geographic areas on each Standing Committee.

4.8.3 The Chair and Vice Chair shall serve as voting members of each Standing Committee.

4.8.4 In urgent situations where Commission action is impractical or impossible, the Chair may take and communicate positions on behalf of Alameda CTC regarding legislative matters. The Chair shall report to the Commission and the appropriate Standing Committee at the next meeting of each said body regarding any such actions taken by the Chair.

4.9 Power, Authority and Duty of the Standing Committees.

4.9.1 The following general provisions apply to each of the Standing Committees as appropriate:

4.9.1.1 All members of the Standing Committees shall be Commission Members, and shall be appointed by the Chair after consultation with the Members and solicitation of information regarding each Member's interests, except for the Audit Committee which will consist of the Chair and Vice Chair of the Commission and the Chair of the FAC. Appointments to the Standing Committees shall occur when a vacancy occurs, or as otherwise needed or desired. Upon the removal or resignation of a Commission Member, such Commission Member shall cease to be a member of any Standing Committee. If a vacancy occurs on a Standing Committee and such exiting member held the Chair or Vice Chair position of such Standing Committee, the newly appointed member will not automatically be selected as the Chair or Vice Chair of the Standing Committee. The Chair of the Commission may select any member of the Standing Committee to serve as Chair or Vice Chair in accordance with the Chair's authority outlined in subsection 4.8.2 above.

4.9.1.2 Each Standing Committee, including the Chair and Vice Chair as voting members thereof, shall be limited to eleven total members, so no Committee will constitute a quorum of the Commission.

4.9.1.3 Each member of a Standing Committee shall carry one non-weighted vote.

4.9.1.4 The Standing Committees may meet as committees of the whole with respect to the Commission.

4.9.1.5 Whether or not a Standing Committee meets as a committee of the whole, no recommendation by a Standing Committee shall be deemed an action of the Commission, except with respect to any actions that the Standing Committee may be specifically authorized to approve by the Commission.

4.9.1.6 Unless specifically stated otherwise, all actions of the Standing Committees are advisory and consist of recommendations to the Commission. If a matter is unable to be voted on by the applicable Standing Committee, including in situations where the Standing Committee is unable to meet quorum requirements or where the urgency of the matter does not allow an opportunity to present the matter to the Standing Committee, the matter may be considered by the Commission without a recommendation from the Standing Committee. If a matter is presented to a Standing Committee but no action is taken due to lack of quorum, the matter may be included as a consent item before the Commission if no Committee members object to the staff recommendation.

4.9.1.7 All Commission Members shall be notified of the time and date of Standing Committee meetings. However, Commission Members and Alternates who are not members of a given Standing Committee may only attend such meetings as observers, including sitting with other members of public rather than with the Standing Committee members, and neither voting, participating in discussions, nor providing any public comment.

4.9.1.8 The Chair of each Standing Committee, as appointed by the Chair of the Commission, shall preside over all meetings of the Standing Committee. In the absence of the Chair, the Vice Chair, not the Chair's alternate, shall serve as and have the authority of the Chair. In the event that the Chair knows he/she will be absent from a Standing Committee meeting, the Chair shall notify the Clerk of the Commission prior to the meeting. In the event of absence of both the Chair and Vice Chair or their inability to act, the members present shall select one of their members to act as Chair Pro Tempore, who, while so acting, shall have the authority of the Chair.

4.9.2 The matters within the jurisdiction of the Audit Committee are as follows:

4.9.2.1 Oversight of financial reporting and disclosure.

4.9.2.2 Review audit plan with independent auditors.

4.9.2.3 Report financial or internal control concerns to independent auditor.

4.9.2.4 Respond to independent auditor inquiries regarding risk and/or potential fraud.

4.9.2.5 Review the Draft Comprehensive Annual Financial Report annually, including audited financial statements.

4.9.3 The matters within the jurisdiction of the Finance and Administration Committee (FAC) are as follows:

4.9.3.1 Alameda CTC operations and performance.

4.9.3.2 Human resources and personnel policies and procedures.

4.9.3.3 Administrative Code.

4.9.3.4 Salaries and benefits.

4.9.3.5 Procurement policies and procedures.

4.9.3.6 Procurement of administrative contracts not delegated to the Executive Director.

4.9.3.7 Contract preference programs for entities such as local business enterprises, small local business enterprises and disabled business enterprises, including consideration of participation reports.

4.9.3.8 Bid protests and complaints related to administrative contract procurement.

4.9.3.9 Annual budget and financial reports.

4.9.3.10 Investment policy and reports.

4.9.3.11 Audit reports, financial reporting, internal controls and risk management.

4.9.3.12 Annual work program.

4.9.3.13 Amendments to the Alameda CTC Joint Powers Agreement.

4.9.3.14 Other matters as assigned by the Commission or Chair.

4.9.4 The matters within the jurisdiction of the Planning, Policy and Legislation Committee (PPLC) are as follows:

4.9.4.1 Congestion Management Program (CMP).

4.9.4.2 Countywide Transportation Plan (CWTP).

4.9.4.3 Federal, state, regional and local transportation and land-use planning policies.

4.9.4.4 Transportation and land use planning studies and policies.

4.9.4.5 Amendments to the 1986 Transportation Expenditure Plan, the 2000 Transportation Expenditure Plan or the 2014 Transportation Expenditure Plan, and development of new Expenditure Plans.

4.9.4.6 Amendments to the VRF Expenditure Plan.

4.9.4.7 Transit oriented development, priority development areas projects and programs.

4.9.4.8 Annual legislative program.

4.9.4.9 State and Federal legislative matters.

4.9.4.10 General and targeted outreach programs (public information, media relations, and public participation).

4.9.4.11 Advisory and Independent Watchdog Committees' bylaws, performance and effectiveness.

4.9.4.12 Programs implementation, including the paratransit services bicycle and pedestrian programs and affordable student transit pass program, (programming of funds for these programs is a function of the Programs and Projects Committee).

4.9.4.13 Procurement of planning and programs implementation contracts not delegated to the Executive Director.

4.9.4.14 Other matters as assigned by the Commission or Chair.

4.9.5 The matters within the jurisdiction of the Programs and Projects Committee (PPC) are as follows, subject to the provisions of Section 4.9.5 regarding the functions and authority of the MMC:

4.9.5.1 Programming of local, state, CMA Transportation Improvement Program (TIP), TFCA vehicle registration fee program, Vehicle Registration Fee program, and Expenditure Plan programs and projects.

4.9.5.2 Local, Regional, state and federally funded projects and funding programs.

4.9.5.3 Annual Comprehensive Investment Plan for programs and projects.

4.9.5.4 Funding requests from project sponsors and other eligible recipients.

4.9.5.5 Funding allocations to the various transportation programs and projects funded from the original Measure B, 2000 Measure B, 2014 Measure BB and the Vehicle Registration Fee.

4.9.5.6 Eminent domain proceedings, subject to the provisions of Section 4.1.10, pursuant to which resolutions of necessity shall be heard by the Commission without prior Standing Committee review.

4.9.5.7 Environmental evaluations and certifications, including those associated with serving as a lead agency under CEQA.

4.9.5.8 Procurement of engineering and construction contracts not delegated to the Executive Director.

4.9.5.9 Good faith efforts policies and procedures.

4.9.5.10 Bid protests and complaints regarding engineering and construction contract procurement.

4.9.5.11 Other matters as assigned by the Commission or Chair.

4.9.6 The matters within the jurisdiction of Multi-Modal Committee (MMC) are as follows:

4.9.6.1 Receive I-580 Express Lane Project updates from staff and others.

4.9.6.2 Goods movement specific plans and studies, beyond those addressed in PPLC.

4.9.6.3 Goods movement partnership and collaboration.

4.9.6.4 Goods movement-specific policy development.

4.9.6.5 Updates on Goods Movement Plan implementation from staff and other agencies.

4.9.6.6 Transit specific plans and studies, beyond those addressed in PPLC.

4.9.6.7 Transit-specific policy coordination.

4.9.6.8 Transit collaboration efforts with other agencies.

4.9.6.9 Updates on transit plan implementation from staff and other agencies.

4.9.6.10 Other matters as assigned by the Commission or Chair.

ARTICLE 5
ADVISORY AND EXTERNAL COMMITTEES

5.1 Advisory Committee Bylaws. The Commission shall be responsible for adopting and amending the bylaws for each Advisory Committee and the Independent Watchdog Committee, as deemed necessary.

5.2 Alameda County Transportation Advisory Committee. The Alameda County Transportation Advisory Committee (ACTAC) shall be composed of staff representatives from the planning and public works departments (where applicable), from each of the following: Alameda CTC, each City, the County, each Member Transit Agency, the Livermore Amador Valley Transit Agency, the Port of Oakland, the Metropolitan Transportation Commission, the Association of Bay Area Governments, Bay Area Air Quality Management District, Union City Transit, California Highway Patrol, Altamont Corridor Express, Bay Area Water Emergency Transportation Authority, and Caltrans. ACTAC may form subcommittees as necessary. The Executive Director or his/her designee shall preside over the meetings of the ACTAC.

5.3 Bicycle and Pedestrian Advisory Committee. The BPAC, as originally created by ACTIA and continued by Alameda CTC, advise Alameda CTC on improving walking and biking in Alameda County. BPAC members advise Alameda CTC and staff on the development and implementation of bicycle and pedestrian programs, including a countywide grant program. The BPAC shall have the membership composition as established by the Commission from time to time, and shall have the specific role(s) set by the Commission and Alameda CTC staff from time to time.

5.4 Independent Watchdog Committee. The CWC defined in and required by the 2000 Transportation Expenditure Plan shall continue as the IWC effective as of July 1, 2015. The IWC shall have all duties and obligations of the CWC as described in the 2000 Transportation Expenditure Plan with respect thereto, shall have all duties and obligations of the IWC with respect to the 2014 Transportation Expenditure Plan keeping within the budget adopted by the Commission, and shall have the membership required by such Expenditure Plans.

5.5 Paratransit Advisory and Planning Committee. The PAPCO makes recommendations on transportation funding for seniors and people with disabilities to address planning and coordination issues regarding paratransit services in Alameda County. PAPCO members advise Alameda CTC on the development and implementation of paratransit programs, including a grant program. The PAPCO shall have the membership composition as established by the Commission from time to time, and shall have the specific role(s) set by the Commission and Alameda CTC staff from time to time.

5.6 Other Advisory Committees. The Commission shall establish and appoint such Advisory Committees as it deems necessary, and as may be required by the Expenditure Plans or applicable statutes.

5.7 Compensation of Advisory Committee and Independent Watchdog Committee Members. Any person appointed as a member, and participating as a voting representative at a meeting of, any Advisory Committee or the Independent Watchdog

Committee or any required outreach meeting of said Committees shall have the right to be compensated at the rate of \$50 for each such meeting. Notwithstanding the foregoing, no compensation shall be payable hereunder to any representative of ACTAC.

5.8 Geographic Area Meetings. Meetings of representatives (including Commission Members, Alternates and ACTAC members) from a Geographic Area may be called on an as-needed basis by the Chair, the Executive Director, or by two or more Commission Members from a Geographic Area. Such meetings are intended to provide an opportunity to discuss matters of common interest and to advise the Commission on matters affecting the Geographic Area.

5.9 Staff Support. The Executive Director shall designate one or more Staff members to aid each Advisory Committee and the Independent Watchdog Committee in its work.

5.10 Representation on External Committees and Agencies. The Chair or the Commission may designate either Commission Members, Alternates, or members of Staff, as may be deemed appropriate, to serve as the designated representative(s) of Alameda CTC on any outside committees or agencies. Such representative(s) shall make a good faith effort to represent the position of the Commission on any matter on which the Commission has taken an official position or has otherwise taken formal action. Such appointments shall include provisions for the designation of alternates and of term of the appointment where appropriate. Attendance at conferences or social gatherings does not constitute an external or outside committee or external agency for purposes of this subsection.



Memorandum

6.8

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PH: (510) 208-7400

www.AlamedaCTC.org

DATE: May 21, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: Approve 2020 Comprehensive Investment Plan Update

Recommendation

It is recommended the Commission approve the following actions:

1. Approve the 2020 Comprehensive Investment Plan (CIP) Update, which includes incorporating:
 - a. \$171.2M in previously approved programming actions occurring after the current 2020 CIP was approved (June 17, 2019)
 - b. \$11.1M in new programming recommendations and allocation adjustments
 - c. \$6.5M in deprogramming from projects with revised project funding needs, and unspent balances.
 - d. Updated CIP programming guidelines, policies and procedures for the upcoming 2022 CIP programming cycle.
2. Authorize Executive Director or designee to execute Project Funding Agreements related to CIP allocation recommendations.

Summary

Alameda CTC's Comprehensive Investment Plan (CIP) is a near-term strategic programming document through which fund sources administered by Alameda CTC (such as Measure B, Measure BB, Vehicle Registration Fee, Transportation Fund for Clean Air, federal One Bay Area Grant Program) are programmed, allocated, and documented. The CIP is updated annually to document programming and allocations that occurred since its last approval, to capture additional programming and technical adjustments, and to update CIP programming guidelines, policies and procedures.

On June 17, 2019, the Commission approved the 2020 CIP which included approximately \$222M programmed from fiscal years (FYs) 2019-20 through 2023-24, and \$163M allocated over the first two years.

The 2020 CIP Update incorporates an increase of programming and allocations to the current approved 2020 CIP five-year programming window, and includes incorporating these key changes:

- 1) \$171.2M in previous programming actions that have occurred since the original June 2019 2020 CIP approval;
- 2) \$11.1M in a new programming recommendations and allocation adjustments; and
- 3) \$6.5M in deprogramming from projects with revised project delivery/funding needs, and unspent balances.

The resultant 2020 CIP Update recommended for approval includes an updated five-year programming total of \$420.8M, with \$351.8M allocated over the first two fiscal years.

The 2022 CIP Update also contains updated CIP guidelines, policies, and procedures for the upcoming 2022 CIP programming process that is expected to begin in the Fall 2020.

Background

Alameda CTC's Comprehensive Investment Plan (CIP) is a near-term strategic programming document through which fund sources administered by Alameda CTC are consolidated and programmed through a singular programming cycle. The CIP's purpose is to strategically program available funds towards transportation investments that support the vision and goals of the Alameda CTC's Countywide Transportation Plan, multi-modal plans, and voter-approved transportation expenditure plans. Alameda CTC updates the CIP annually, as needed, to incorporate new programming actions, programming actions previously approved by the Commission that have occurred since the prior CIP's approval, adjustments to prior programming and allocations that reflect project schedule modifications, changes in priorities, policies and procedural updates, new regulations, and funding adjustments.

On June 17, 2019, the current 2020 CIP was approved by the Commission and included a five-year programming horizon from fiscal years (FYs) 2019-20 to 2023-24, with a two-year allocation plan for the first two fiscal years of the CIP. At the time of its adoption, the current 2020 CIP included approximately \$222M in programming, and \$163M in allocations. Since its approval, the Commission has taken various programming actions including new funding, allocations and allocation adjustments to support the delivery of projects implemented by Alameda CTC and other agencies. These actions are proposed to be incorporated into the CIP document as the 2020 CIP Update.

The 2020 CIP Update includes changes falling within the programming themes below.

1. Previously Approved Programming - \$171.2M

The 2020 CIP Update memorializes the separate Commission actions taken since the approval of the 2020 CIP in June 2019. These actions included allocation of Measure BB to leverage external state and regional funds received for Alameda CTC projects such as the SR-84/I-680 Interchange Improvements, 7th Street Grade Separation and Port Arterial Improvement Project, and the Safe Routes to School Program.

These previously occurring programming actions are included in Attachment A: Summary of Programming Adjustments.

2. New Programming and Allocation Adjustments - \$11.1M

The 2020 CIP Update includes \$11.1M in new programming recommendations, and allocation adjustments of \$3.3M between existing CIP projects.

- A. *New Programming:* The \$11.1M in new programming includes \$10.0M for the Metropolitan Transportation Commission (MTC) Bay Bridge Forward Initiative projects, which include planning through construction investments to the I-580 Westbound HOV Extension, I-80 HOV Extension (Emeryville), I-80 Design Alternative Analysis (DAA), I-80 Powell, Bay Bridge bicycle/pedestrian LINK improvements. Additionally, \$1.1M is recommended for the I-80 Gilman Interchange Project to complete the funding plan to support construction this year.

- B. *Allocation Adjustments:* The \$3.3M in allocation adjustments between projects are at the request of the project sponsors. In coordination with Alameda CTC, the City of Berkeley requested to reprogram \$1.3M from its Railroad Crossing Safety Improvement Project to the Alameda CTC's I-80/Gilman Interchange Improvement project due to overlapping scopes of these projects in regards to the Gilman railroad crossings. This reallocation joins Alameda CTC's and Berkeley efforts to improve railroad crossing safety at Gilman in a cohesive delivery approach. Secondly, the City of Fremont requested \$2.0M reprogrammed from the Sabercat Trail Connection to Irvington BART Station Area Project to the I-680 Interchange Modernization & Area Improvements Project. The City successfully secured external funds for the Sabercat Trail project, and requests reprogramming its share of Measure BB Dumbarton Corridor Area Transportation Improvement funds (TEP-21) to the I-680 project.

These programming adjustments are included in Attachment A: Summary of Programming Adjustments.

3. Deprogramming/Deallocations - \$6.5M

The following recommended deprogramming and deallocations were coordinated with the Project Sponsors, and are identified specifically on Attachment A: Summary of Programming Adjustments.

- A. *Project Implementation Issues and/or Revised Delivery Strategies*: \$5.8M is recommended to be deprogrammed from various projects based on the CIP's timely use of funds requirements. These allocations were made as part of the 2016 CIP and Project Sponsors have indicated revised delivery approaches for their projects. Project Sponsors plan to resubmit their projects for reconsideration in future CIP programming cycles when these projects are ready for implementation.
- B. *Deprogramming Unspent Balances*: The 2020 CIP Update includes deprogramming of \$0.7M from Project Sponsors that have completed the scope of work with cost savings, or have a revised project funding need.

These deprogrammed funds will be returned to the source of origination, and will be reprogrammed in future CIP programming cycles.

As a result, collective changes above effectively increase the current approved 2020 CIP programming by approximately \$198.8M. The 2020 CIP Update includes \$420.8M in programming over FY 2019/20 through FY 2023/23, with \$351.8M in allocations during the first two years of the CIP. The formal CIP record is shown in Attachment B: 2020 CIP Update Programming and Allocations.

CIP Programming Guidelines, Policies, and Procedures Updates

The CIP contains programming, policies and procedural guidelines that serve as the basis for Alameda CTC's programming decisions and funding administration. These policies and guidelines are updated periodically with each CIP update.

The CIP continues to maintain the previously approved core programming principles which state projects must satisfy the following programming requirements to be considered for programming and allocation by Alameda CTC.

1. Projects must be included in, and be consistent with the most current adopted Regional Transportation Plan and Alameda CTC's Countywide Transportation Plan.
2. Projects must demonstrate a public benefit towards building and maintaining the transportation infrastructure in Alameda County.
3. Projects must be publicly accessible and provide direct benefits to public transportation infrastructure and operations.
4. Projects must meet the goals and objectives of the funding sources and programs that are ultimately recommended by Alameda CTC.

5. Projects funded with 2000 Measure B, 2014 Measure BB, and VRF must be consistent with requirements and priorities of their respective expenditure plans.

The CIP considers all available fund sources and prioritizes, evaluates and programs funds to critical transportation infrastructure and operational needs that build and maintain the county's transportation system. Proposed projects will be scored on weighted scores for Project Readiness (45%), Needs/Benefits (45%), and Matching Funds (10%).

The 2020 CIP Update includes new and updated policies that are consistent with Alameda CTC's aim to maximize the use and efficiency of Alameda CTC's administered funds sources. These policies include:

- Matching and Leveraging Policy: For projects that have successfully secured other non-Alameda CTC discretionary funding, Alameda CTC shall consider fulfilling a portion of the minimum match required by external funding for projects and programs. The purpose of this policy is to maximize the leveraging capacity of Alameda CTC Administered Funds such as Measure B, Measure BB, Vehicle Registration Fee Program, Transportation Fund for Clean Air Program funds.
- Timely Use of Funds Policy: Allocations shall be encumbered in a funding agreement between Alameda CTC and the recipient agency incurring the reimbursable costs, or in a contract for costs incurred directly by Alameda CTC, within twelve (12) months from the date the allocation is approved by the Commission. Project Sponsors may request time extension(s) to funding-related deadlines established by policy, deadlines required at the time of allocation, or expiration dates established in funding agreements. Project Sponsors are limited to receiving a single time-extension of up to twenty-four (24) months that is required to be approved by the Commission.
- Local Cooperation Policy: Project Sponsors receiving DLD funds are not eligible to receive a reimbursement of staff time costs through allocations of Alameda CTC Administered Funds for oversight activities that are not directly related to project implementation. Local jurisdiction(s) shall work in full cooperation with the implementing agency to assist in project implementation and delivery, where appropriate and as needed. This includes providing support, coordination, monitoring, technical assistance, etc. A local jurisdiction's costs associated with these activities to further a project implemented by Alameda CTC, a local jurisdiction (as the Project Sponsor), or another implementing agency within a jurisdiction's locality shall be funded through the local jurisdiction's eligible local fund sources such as Measure B/BB/Vehicle Registration Fee Direct Local Distribution (DLD) funds in lieu of a local jurisdiction billing these costs directly to the project or against its funding allocation.

- Small Cities Program Policy: Cities within Alameda County with a population of less than 25,000 shall be considered for certain exceptions from Alameda CTC's local match requirements and Local Cooperation Policy requirements, and local projects that have a demonstrated multi-jurisdictional transportation significance shall receive consideration for delivery support from Alameda CTC, where practical and feasible.

The Alameda CTC's 2020 CIP Update document, which includes the CIP background, programming and allocation records, programming principles, policies and procedures is available here: https://www.alamedactc.org/wp-content/uploads/2020/05/2020_CIP_Update_FINAL_20200528.pdf.

Next Steps

Alameda CTC is scheduled to begin the development and release call for projects for the next CIP (2022 CIP) this Fall. As part of the next 2022 CIP, Alameda CTC will shift the programming window to include FYs 2021-22 through 2025-26. The focus will be completing the two-year allocation window of the 2022 CIP (FYs 2021-22 and 2022-23) and investing in projects that are ready for immediate implementation. This programming cycle is estimated to be approximately \$25M consisting of Measure B and Vehicle Registration Fee Program Funds. Additional funds will be made available starting in FY 2022-23 in coordination with the anticipated federal One Bay Area Grant Cycle 3 programming schedule.

The schedule for the 2022 CIP development is described below.

2022 CIP Call for Project Schedule	
May 2020	2020 CIP Update Approved
November 1, 2020	Open 2022 CIP Call for Projects
November 2020	CIP Application Workshop (TBD)
Mid-December, 2020	CIP Applications Due to Alameda CTC
April 2021	2022 CIP DRAFT Recommendations

Fiscal Impact: The recommended actions will result in the subsequent encumbrance and expenditure of the funds allocated through the 2020 CIP Update. The corresponding encumbrance amounts will be included in the annual budget of the Alameda CTC for the applicable fiscal year.

Attachments:

- A. Summary of Programming Adjustments
- B. 2020 CIP Update Programming and Allocations

2020 Comprehensive Investment Plan Update
Summary of New Programming Adjustments

Table 1A: Previously Approved Programming					
<i>Previously Approved Programming Actions made after the 2020 CIP approval (June 17, 2019).</i>					
CIP ID	Project Sponsor	Project Name	Total Programming (\$ x \$1,000)	Commission Approval Date	Notes
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	\$87,700	3/26/2020	Previously approved.
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	\$60,000	1/30/2020 & 2/27/2020	Previously approved.
00208	Alameda CTC	Alameda County Safe Routes to School Program	\$418	4/25/2019	Previously approved.
00118	Alameda CTC	I-680 Sunol Express Lanes	(\$10,000)	7/22/2019	Reprogrammed to I-680 Sunol Express Lanes: SR84 to Alcosta (CIP 00210).
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	\$22,500	7/22/2019	Previously approved.
00278	Alameda CTC	I-580 Toll System Upgrade	\$6,420	5/23/2019	Previously approved.
00280	Alameda CTC	Toll Revenue Forecasting	\$170	5/23/2019	Previously approved.
00323	Oakland	Broadway Transit Lanes	\$4,000	10/24/2019	Previously approved.
Total			\$171,208		

Table 1B: New Programming					
<i>New Programming recommended as part of the 2020 CIP Update.</i>					
CIP ID	Project Sponsor	Project Name	Total Programming (\$ x \$1,000)	Notes	
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	\$2,400	Berkeley and Alameda CTC coordinated to reprogram \$1.3M from the Berkeley Railroad Crossing Safety Improvement Project (CIP ID 00222), and recommends an additional \$1.1M to support I-80/Gilman Interchange.	
00324	MTC / Alameda CTC	I-580 HOV Extension	\$4,750	New programming recommendation to implement the Metropolitan Transportation Commission (MTC) Bay Bridge Forward project initiatives.	
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	\$1,500	New programming recommendation to implement the Metropolitan Transportation Commission (MTC) Bay Bridge Forward project initiatives.	
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	\$500	New programming recommendation to implement the Metropolitan Transportation Commission (MTC) Bay Bridge Forward project initiatives.	
00327	MTC / Alameda CTC	I-80 Powell Interchange	\$250	New programming recommendation to implement the Metropolitan Transportation Commission (MTC) Bay Bridge Forward project initiatives.	
00328	MTC / Alameda CTC	Bay Bridge Bicycle/Pedestrian Link	\$3,000	New programming recommendation to implement the Metropolitan Transportation Commission (MTC) Bay Bridge Forward project initiatives.	
00222	Berkeley	Railroad Crossing Safety Improvement Project	(\$1,300)	Project Sponsor requested to reprogram funds to I-80/Gilman Interchange (CIP ID 00069).	
00305	Fremont	I-680 Interchange Modernization & Area Impvts. (Mission Blvd, Washington, Auto Mall Pkwy, Auto Mall Pkwy / WarmSprings Intersection)	\$2,000	Sponsor requests reprogramming Fremont's share of MBB Dumbarton Corridor Funds (TEP-21) funds from Sabercat Trail Connection to Irvington BART Station Area (CIPID 00311) to support expanded scope.	
00311	Fremont	Sabercat Trail Connection to Irvington BART Station Area	(\$2,000)	Sponsor requested reprogramming its share of MBB Dumbarton Corridor Funds (TEP-21) to I-680 Interchange Modernization & Area Impvts (CIPID 00305).	
Total			\$11,100		

Summary of Deprogramming Adjustments

Table 2A: Deprogramming Funds				
<i>Deprogrammed funds due to Project Sponsor not proceeding with project.</i>				
CIP ID	Project Sponsor	Project Name	Total Programming (\$ x \$1,000)	Notes
00076	Alameda CTC	I-880 NB HOV/HOT Extension from A Street to Hegenberger	(\$100)	Project Sponsor not proceeding at this time.
00158	Alameda CTC	Modal Plans Implementation: Alameda Countywide Transit Plan Implementation	(\$300)	Project Sponsor implementing project through other project development efforts.
00213	Albany	Buchanan Bikeway Phase III	(\$600)	Project Sponsor noted delivery issues and will explore resubmitting in future CIPs.
00257	Oakland	Coliseum Transit Hub	(\$4,846)	Project Sponsor noted delivery issues and will explore resubmitting in future CIPs.
Total			(\$5,846)	

Table 2B: Deprogramming Unspent Balances			
<i>Deprogramming balance due to project and/or scope completion.</i>			
CIP ID	Project Sponsor	Project Name	Total Programming (\$ x \$1,000)
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	(\$410)
00059	BART	Bay Fair Connector/BART Metro	(\$15)
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	(\$33)
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	(\$12)
00271	Emeryville	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	(\$18)
00025	Fremont	Tri-City Mobility Management and Travel Training Program	(\$19)
00026	Fremont	Tri-City Volunteer Driver Programs	(\$1)
00160	LAVTA	Pilot Transit Program for Last Mile Connections	(\$49)
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	(\$18)
00028	Oakland	Taxi-Up & Go Project	(\$12)
00029	Pleasanton	Downtown Route Shuttle (DTR)	(\$25)
00030	SHS	Rides for Seniors	(\$43)
00031	SSPTV	Volunteer Assisted Senior Transportation Program	(\$6)
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	(\$2)
Total			(\$663)

Alameda CTC Comprehensive Investment Plan Five-Year Programming and Two-Year Allocation Plan 2020 CIP Update								Programming and Allocations (\$ x 1,000)						6.8B	
								Programme d Amount	Prior Allocations	Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY20-21)
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase		Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	3,583	3,583						3,583
00004	AC Transit	Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	JARC	Transit	O&M	1,417	1,417						1,417
00006	AC Transit	Ashland and Cherryland Transit Access Improvements (Ala. County)	Multiple	Lifeline	STA	Transit	CON	450	450						450
00007	AC Transit	Additional Preservation of Existing Services in Communities of Concern	Multiple	Lifeline	STA	Transit	O&M	1,741	1,741						1,741
00009	AC Transit	City of Oakland Broadway Shuttle	1-North	Lifeline	JARC	Transit	O&M	405	405						405
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	TFCA	Prog Mgr	Transit	CON	925	925						925
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	2000 MB	07A	Transit	Various	11,510	11,510						11,510
00050	AC Transit	AC Transit: East Bay Bus Rapid Transit	Multiple	2014 MBB	TEP-13	Transit	CON	10,000	10,000						10,000
00056	AC Transit	Grand/MacArthur BRT	1-North	2014 MBB	TEP-15	Transit	Planning / Scoping	97	97						97
00057	AC Transit	College/Broadway Corridor Transit Priority	1-North	2014 MBB	TEP-16	Transit	Planning / Scoping	100	100						100
00171	AC Transit	Line 97 Corridor Improvements (Signal timing component)	Multiple	TFCA	Prog Mgr	Transit	Various	228	228						228
00193	AC Transit	Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft)	1-North	2010 VRF	Disc-Transit	Transit	Various	300	300						300
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	447	447						447
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2000 MB	Disc-Transit	Transit	PE/Env	536	536						536
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	2010 VRF	Disc-Transit	Transit	CON	4,018	4,018						4,018
00087	Alameda	Alameda City Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	505	505						505
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Planning / Scoping	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	PE/Env	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	Final Design (PS&E)	450	450						450
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	2014 MBB	TEP-14	Transit	CON	7,650			7,650				
00196	Alameda	Central Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	3,487		3,487					3,487
00197	Alameda	City Wide Street Resurfacing - Pavement Management	1-North	STP/CMAQ	LSR	LSR	CON	827		827					827
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	124	124						124

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								Programme d Amount	Prior Allocations	Two-Year Allocation Plan		Future Programming		Total Allocated (Thru FY20-21)
									Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase							
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	443	443				443	
00198	Alameda	Clement Avenue Complete Street	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,451		4,451			4,451	
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	244	244				244	
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	PE/Env	244	244				244	
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	434	434				434	
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	ROW	1,097	1,097				1,097	
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	2014 MBB	TEP-26	LSR	CON	6,376			6,376			
00200	Alameda	Seaplane Lagoon Ferry Terminal	1-North	2014 MBB	TEP-45	Transit	CON	8,200		8,200			8,200	
00314	Alameda	Otis Drive Traffic Calming and Safety Improvement Project	1-North	TFCA	Prog Mgr	Transit	CON	175		175			175	
00088	Alameda County	Alameda Co-Variou Streets and Roads Preservation	Multiple	OBAG	STP	LSR	CON	1,565	1,565				1,565	
00127	Alameda County	Hesperian Blvd Corridor Improvement (A St - I880)	2-Central	2014 MBB	TEP-26	LSR	CON	7,000	7,000				7,000	
00162	Alameda County	East Castro Valley Boulevard Class II Bike Lanes	4-East	TFCA	Prog Mgr	Bike/Ped	Various	62	62				62	
00201	Alameda County	Alameda County Parking Demand and Management Strategy Study	2-Central	2000 MB	Disc-TCD	Transit	Planning / Scoping	88	88				88	
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	2014 MBB	TEP-26	LSR	CON	7,600		7,600			7,600	
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	245		245			245	
00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	9,300			9,300			
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	STP/CMAQ	LSR	LSR	PE/Env							
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	4-East	STP/CMAQ	LSR	LSR	CON	2,171		2,171			2,171	
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	STP/CMAQ	LSR	LSR	PE/Env							
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	2-Central	STP/CMAQ	LSR	LSR	CON	1,779		1,779			1,779	
00319	Alameda County	Hesperian Blvd Class 2 Bike Lanes	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	137	137				137	
00217	Alameda County / LAVTA	Dublin/Pleasanton BART Parking Expansion	4-East	2010 VRF	Disc-Transit	Transit	Various	7,000		7,000			7,000	
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	2000 MB	Disc-BP	Bike/Ped	Various	8	8				8	

Alameda CTC Comprehensive Investment Plan Five-Year Programming and Two-Year Allocation Plan 2020 CIP Update								Programming and Allocations (\$ x 1,000)						
								Programme d Amount	Prior Allocations	Two-Year Allocation Plan		Future Programming		Total Allocated (Thru FY20-21)
									Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase							
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	Multiple	2000 MB	Disc-PT	Paratransit	O&M	109	109					109
00053	Alameda CTC	Affordable Student Transit Pass Programs	Multiple	2014 MBB	TEP-08	Transit	O&M	15,000	15,000					15,000
00054	Alameda CTC	Affordable Transit for Seniors and People with Disabilities - Needs Assessment	Multiple	2014 MBB	TEP-12	Paratransit	Planning / Scoping	1	1					1
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	PE/Env	3,000	3,000					3,000
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	Final Design (PS&E)	6,600	6,600					6,600
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-29	HWY	ROW	2,400	2,400					2,400
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-27	HWY	CON	2,400		2,400				2,400
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Planning / Scoping	100	100					100
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	PE/Env	4,000	4,000					4,000
00070	Alameda CTC	I-80 Ashby Interchange Improvements	1-North	2014 MBB	TEP-30	HWY	Final Design (PS&E)	5,500	5,500					5,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	PE/Env	4,000	4,000					4,000
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	Final Design (PS&E)	16,500	16,500					16,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	ROW	20,000	10,000	10,000				20,000
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-31	HWY	CON	81,500		81,500				81,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	2014 MBB	TEP-26	HWY	CON	6,200		6,200				6,200
00072	Alameda CTC	SR-84 Expressway Widening (Pigeon Pass to Jack London)	4-East	2014 MBB	TEP-32	HWY	CON	10,000	10,000					10,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	Multiple	2014 MBB	TEP-35	HWY	Final Design (PS&E)	5,000	5,000					5,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR-237 to SR84	Multiple	2014 MBB	TEP-35	HWY	CON	15,000	15,000					15,000
00076	Alameda CTC	I-880 NB HOV/HOT Extension from A Street to Hegenberger	Multiple	2014 MBB	TEP-36	HWY	Planning / Scoping							
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	2014 MBB	TEP-38	HWY	Planning / Scoping	925	925					925
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	2014 MBB	TEP-38	HWY	PE/Env	4,750	4,750					4,750
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	Multiple	2014 MBB	TEP-39	HWY	Planning / Scoping	825	825					825
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	Multiple	2014 MBB	TEP-39	HWY	PE/Env	4,750	4,750					4,750

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								Programme d Amount	Prior Allocations	Two-Year Allocation Plan		Future Programming		Total Allocated (Thru FY20-21)
									Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase							
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	2014 MBB	TEP-42	Bike/Ped	PE/Env	3,500	3,500					3,500
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	12,000				12,000		
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	1986 MB	MB226	LSR	CON	85,500	85,500					85,500
00117	Alameda CTC	I-680 Sunol SB Express Lane	Multiple	2000 MB	08A	HWY	O&M	4,500	4,500					4,500
00117	Alameda CTC	I-680 Sunol SB Express Lane	Multiple	2000 MB	08A	HWY	CON	20,000	20,000					20,000
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	2000 MB	08B	HWY	Final Design (PS&E)	4,500	4,500					4,500
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	2014 MBB	TEP-35	HWY	CON	10,000	10,000					10,000
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	2000 MB	08B	HWY	CON	100,000	100,000					100,000
00120	Alameda CTC	Alameda County Rail Strategy Study	Multiple	2014 MBB	TEP-27	Freight	Planning / Scoping	250	250					250
00131	Alameda CTC	I-580 Freeway Corridor Management System (FCMS)	4-East	2014 MBB	TEP-26	HWY	Planning / Scoping	17	17					17
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Planning / Scoping	9,550	9,550					9,550
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	2014 MBB	TEP-40	HWY	CON	8,000	8,000					8,000
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	Planning / Scoping	1,808	1,808					1,808
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	2014 MBB	TEP-40	HWY	PE/Env	3,500	3,500					3,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	Planning / Scoping	1,500	1,500					1,500
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	2014 MBB	TEP-40	HWY	PE/Env	7,500	7,500					7,500
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	35,020	35,020					35,020
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	18,000	18,000					18,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	ROW	23,000		23,000				23,000
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	CON	37,000		37,000				37,000
00156	Alameda CTC	Modal Plans Implementation: E. 14th and Mission Blvd Corridors	Multiple	2014 MBB	TEP-26	Multiple	Various	4,200	1,950	2,250				4,200
00157	Alameda CTC	Modal Plans Implementation: Alameda Countywide Goods Movement Plan	Multiple	2014 MBB	TEP-41	Freight	Various	300	300					300
00158	Alameda CTC	Modal Plans Implementation: Alameda Countywide Transit Plan Implementation	Multiple	2010 VRF	Disc-Transit	Transit	Various							

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								Programme d Amount	Prior Allocations	Two-Year Allocation Plan		Future Programming		Total Allocated (Thru FY20-21)
									Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase							
00159	Alameda CTC	Matching Program for Last Mile Connection Technology Programs	Multiple	2014 MBB	TEP-46	Transit	Various	200	200					200
00161	Alameda CTC	Overall Planning/Monitoring Services	Multiple	2014 MBB	TEP-46	Multiple	Various	100	100					100
00163	Alameda CTC	Countywide Bicycling, Transit and Carpool Promotion Programs	Multiple	TFCA	Prog Mgr	Multiple	Various	210	210					210
00174	Alameda CTC	Alameda County Guaranteed Ride Home and Countywide TDM Information Services Program	Multiple	TFCA	Prog Mgr	Transit	Various	270	270					270
00178	Alameda CTC	Sustainable Communities Technical Assistance Program (SCTAP)	Multiple	2000 MB	Disc-TCD	Bike/Ped	Planning / Scoping	200	200					200
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	Prog Mgr	Transit	O&M	1,089	420	331	338			1,089
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	2014 MBB	TEP-45	Transit	O&M	644	434	210				644
00206	Alameda CTC	Comprehensive Multimodal Monitoring	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	1,250	1,250					1,250
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	O&M	1,508	1,090	418				1,508
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	2000 MB	Disc-BP	Bike/Ped	CON	1,500				500	500	500
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	CMA-TIP	Other	Bike/Ped	CON	200	200					200
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	STP/CMAQ	STP/CMAQ	Bike/Ped	O&M	8,372	8,372					8,372
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	2014 MBB	TEP-27	Freight	O&M	6,000	3,000			3,000		3,000
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	PE/Env	7,500	7,500					7,500
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	2014 MBB	TEP-35	HWY	Final Design (PS&E)	22,500		22,500				22,500
00211	Alameda CTC	NextGen Technology Pilot Initiative	Multiple	2014 MBB	TEP-46	Multiple	Planning / Scoping	1,000	1,000					1,000
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	405	405					405
00278	Alameda CTC	I-580 Toll System Upgrade	4-East	I-580 Toll Revenue	Toll Revenue	HWY	CON	16,595	10,175	6,420				16,595
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	Final Design (PS&E)	151	151					151
00279	Alameda CTC	I-880 Davis Street Interchange	2-Central	2014 MBB	TEP-26	HWY	CON	389	389					389
00280	Alameda CTC	Toll Revenue Forecasting	4-East	I-580 Toll Revenue	Toll Revenue	HWY	Planning / Scoping	500	330	170				500
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-37	HWY	PE/Env	5,000		5,000				5,000
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-41	Freight	Planning / Scoping	5,500		5,500				5,500

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								Programme d Amount	Prior Allocations	Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY20-21)
									Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase								
00289	Alameda CTC	Student Transit Pass Program	Multiple	2014 MBB	TEP-07	Transit	O&M	23,500		2,800		6,700	6,700	7,300	2,800
00313	Alameda CTC	Countywide Model Update	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	800		800					800
00176	Alameda CTC	Countywide SR2S Program (FY 16/17 and FY 17/18)	Multiple	TFCA	Prog Mgr	Multiple	O&M	100	100						100
00164	Albany	Marin Ave Class 2 Bike Lane Gap Closure	1-North	TFCA	Prog Mgr	Bike/Ped	Various	95	95						95
00213	Albany	Buchanan Bikeway Phase III	1-North	2000 MB	Disc-BP	Bike/Ped	CON								
00214	Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	1-North	STP/CMAQ	LSR	Bike/Ped	CON	340		340					340
00021	ASEB	Special Transportation Services for Individuals with Dementia	Multiple	2000 MB	Disc-PT	Paratransit	O&M	400	400						400
00300	ASEB	Regrowth of Transportation Services for Individuals with Dementia	Multiple	2000 MB	Disc-PT	Paratransit	O&M	797		150	155	159	164	169	305
00005	BART	A Quicker, Safer Trip to the Library to Promote Literacy (Oakland Public Library)	Multiple	Lifeline	STA	Transit	O&M	250	250						250
00058	BART	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Planning / Scoping	2,760	2,760						2,760
00058	BART	Irvington BART Station	3-South	2014 MBB	TEP-17	Transit	Final Design (PS&E)	16,450	16,450						16,450
00059	BART	Bay Fair Connector/BART Metro	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	85	85						85
00172	BART	BART West Oakland Bike Locker Plaza	1-North	TFCA	Prog Mgr	Transit	Various	55	55						55
00215	BART	BART to Livermore	4-East	TCRP	TCRP	Transit	PE/Env	1,700	1,700						1,700
00215	BART	BART to Livermore	4-East	2000 MB	26	Transit	PE/Env	1,400	1,400						1,400
00216	BART	Bay Fair Connection	2-Central	2014 MBB	TEP-18	Transit	Planning / Scoping	500	500						500
00216	BART	Bay Fair Connection	2-Central	2014 MBB	TEP-18	Transit	PE/Env	5,000	5,000						5,000
00304	BART	19th Street Oakland Interchange Modernization	1-North	2014 MBB	TEP-19	Transit	CON	10,000		10,000					10,000
00318	BART	West Oakland BART Station Bike Locker Expansion	1-North	TFCA	Prog Mgr	Transit	CON	100		100					100
00089	Berkeley	Shattuck Complete Streets and De-couplet	1-North	OBAG	STP	Bike/Ped	CON	2,777	2,777						2,777
00097	Berkeley	Hearst Avenue Complete Streets	1-North	OBAG	STP	Bike/Ped	CON	2,256	2,256						2,256
00165	Berkeley	Berkeley Citywide Bicycle Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	Various	137	137						137
00177	Berkeley	Hearst Ave Complete Streets	1-North	TFCA	Prog Mgr	Bike/Ped	CON	88	88						88

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									Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase								
00184	Berkeley	Berkeley Citywide Bike Parking Program	1-North	TFCA	Prog Mgr	Bike/Ped	CON	180	180					180	
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	PE/Env	29	29					29	
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Planning / Scoping	49	49					49	
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	59	59					59	
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	613	613					613	
00220	Berkeley	Milvia Bikeway Project	1-North	2000 MB	Disc-BP	Bike/Ped	PE/Env	350	350					350	
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	2014 MBB	TEP-27	Freight	PE/Env	220	220					220	
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)								
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	387	387					387	
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	613	613					613	
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	7,335	6,121	1,214				7,335	
00022	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	Multiple	2000 MB	Disc-PT	Paratransit	O&M	535	535					535	
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	306	306					306	
00302	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities	Multiple	2014 MBB	TEP-12	Paratransit	O&M	1,004		180	209	192	198	225	
00023	CIL	Mobility Matters Project	Multiple	2000 MB	Disc-PT	Paratransit	O&M	679	679					679	
00270	CIL	Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19)	Multiple	2000 MB	Disc-PT	Paratransit	O&M	500	500					500	
00293	CIL	Community Connections Program (CoCo)	Multiple	2000 MB	Disc-PT	Paratransit	O&M	940		188	188	188	188	188	
00291	CRIL	Travel Training: Oh The Places You Will Go!	Multiple	2000 MB	Disc-PT	Paratransit	O&M	486		162	162	162		324	
00173	CSU East Bay	CSUEB Campus Shuttle II, FYs 15/16 (non-peak) & 16/17 (all hrs)	2-Central	TFCA	Prog Mgr	Transit	Various	123	123					123	
00182	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	128	128					128	
00320	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations	2-Central	TFCA	Prog Mgr	Transit	O&M	215	215					215	
00274	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program (FY 17/18 and FY 18/19)	3-South	2014 MBB	TEP-12	Paratransit	O&M	220	220					220	
00295	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	970		194	194	194	194	194	

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase								
00052	Dublin	Iron Horse Transit Route - Dougherty Road	4-East	2000 MB	09	Multiple	CON	6,267	6,267					6,267	
00090	Dublin	Dublin Boulevard Preservation	4-East	OBAG	STP	LSR	CON	470	470					470	
00123	Dublin	Dougherty Rd Widening (from 4 to 6 Lns) (Dublin - CCC line)	4-East	2014 MBB	TEP-26	LSR	CON	11,200	11,200					11,200	
00124	Dublin	Dublin Blvd. Widening, WB from 2 to 3 Lns (Sierra Ct-Dougherty Rd)	4-East	2014 MBB	TEP-26	LSR	CON	3,000	3,000					3,000	
00166	Dublin	San Ramon Road Arterial Mgmt	4-East	TFCA	Prog Mgr	LSR	Various	146	146					146	
00224	Dublin	City of Dublin Street Rehab	4-East	STP/CMAQ	LSR	LSR	CON	661		661				661	
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	PE/Env	2,374	2,374					2,374	
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension	4-East	2014 MBB	TEP-26	LSR	Final Design (PS&E)	5,374	5,374					5,374	
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	166	166					166	
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,128	1,128					1,128	
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	2014 MBB	TEP-42	Bike/Ped	CON	4,751		4,751				4,751	
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	TFCA	Prog Mgr	Bike/Ped	CON	856		856				856	
00315	Dublin	Tassajara Road Arterial Management Project	4-East	TFCA	Prog Mgr	Transit	CON	146		146				146	
00227	EBRPD	San Francisco Bay Trail - Albany Beach to Buchanan	1-North	2014 MBB	TEP-42	Bike/Ped	CON	642	642					642	
00228	EBRPD	San Francisco Bay Trail - Doolittle Drive	1-North	2014 MBB	TEP-42	Bike/Ped	CON	2,833	2,833					2,833	
00273	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	296	296					296	
00292	Eden I&R	Mobility Management Through 211 Alameda County	Multiple	2000 MB	Disc-PT	Paratransit	O&M	747		136	136	153	157	165	
00303	EDI	Fast Accessible Safe Transportation Emergency Repair (FASTER)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	952		217	163	225	171	176	
00024	Emeryville	8-To-Go Demand Response Door to Door Shuttle	Multiple	2000 MB	Disc-PT	Paratransit	O&M	174	174					174	
00141	Emeryville	South Bayfront Bridge	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,895	1,895					1,895	
00141	Emeryville	South Bayfront Bridge	1-North	TFCA	Prog Mgr	Bike/Ped	CON	105	105					105	
00185	Emeryville	Bay Area Bike Share (BABS) Expansion to Emeryville	1-North	TFCA	Prog Mgr	Bike/Ped	CON	180	180					180	
00230	Emeryville	Emery Go Round General Benefit Operations	1-North	2014 MBB	TEP-45	Transit	O&M	2,500	1,000	500	500	500		2,000	

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase								
00231	Emeryville	Frontage Road, 65th Street and Powell Street Slurry Seal	1-North	STP/CMAQ	LSR	LSR	CON	225		225				225	
00232	Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	1-North	2000 MB	Disc-TCD	Transit	CON	930	930					930	
00271	Emeryville	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	52	52					52	
00284	Emeryville	Quiet Zone safe Engineering Measures on 65th, 66th and 67th Streets (TCEP Match)	1-North	2014 MBB	TEP-41	Freight	CON	1,800	1,800					1,800	
00301	Emeryville	Emeryville Senior Center Group Trips Bus Purchase	Multiple	2000 MB	Disc-PT	Paratransit	O&M	132		132				132	
00025	Fremont	Tri-City Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	431	431					431	
00026	Fremont	Tri-City Volunteer Driver Programs	3-South	2000 MB	Disc-PT	Paratransit	O&M	549	549					549	
00027	Fremont	Tri-City Taxi Voucher Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	450	450					450	
00091	Fremont	Fremont City Center Multi-Modal Improvements	3-South	OBAG	STP	Multiple	CON	1,288	1,288					1,288	
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-45	Transit	CON	25,000	25,000					25,000	
00140	Fremont	Warm Springs BART Station - West Side Access	3-South	2014 MBB	TEP-21	Transit	CON	5,000	5,000					5,000	
00143	Fremont	Scoping: Route 84 Relinquishment and Centerville Streetscape on Fremont Blvd.	3-South	2014 MBB	TEP-26	Multiple	Planning / Scoping	41	41					41	
00152	Fremont	Scoping: Union Pacific Railroad Trail Corridor (South Portion of East Bay Greenway)	3-South	2014 MBB	TEP-42	Multiple	Planning / Scoping	42	42					42	
00153	Fremont	Scoping: Fremont BART Station West Side Enhancement	3-South	2014 MBB	TEP-45	Transit	Planning / Scoping	42	42					42	
00154	Fremont	Scoping: I-880 Bike and Ped Bridge and Trail Connector to Warm Springs BART Station to Bay Trail	3-South	2014 MBB	TEP-45	Bike/Ped	Planning / Scoping	42	42					42	
00179	Fremont	South Fremont Arterial Management (FY 17/18 - 18/19)	3-South	TFCA	Prog Mgr	LSR	CON	425	425					425	
00186	Fremont	Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy	3-South	TFCA	Prog Mgr	LSR	CON	646	646					646	
00233	Fremont	City of Fremont Pavement Rehabilitation Project	3-South	STP/CMAQ	LSR	LSR	CON	2,760		2,760				2,760	
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	PE/Env	386	386					386	
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	799	799					799	
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	STP/CMAQ	STP/CMAQ	LSR	CON	6,510		6,510				6,510	
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	PE/Env	1,901	1,901					1,901	
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	3,553	3,553					3,553	

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00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	PE/Env	443	443					443	
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,328	1,328					1,328	
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	2014 MBB	TEP-26	LSR	CON	7,525		7,525				7,525	
00238	Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	3-South	2014 MBB	TEP-45	Bike/Ped	CON	5,000	5,000					5,000	
00272	Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	3-South	2000 MB	Disc-PT	Paratransit	O&M	298	298					298	
00290	Fremont	Ride-On Tri-City! Mobility Management and Travel Training Program	3-South	2000 MB	Disc-PT	Paratransit	O&M	731		134	145	149	151	152	279
00305	Fremont	I-680 Interchange Modernization & Area Impvts. (Mission Blvd, Washington, Auto Mall Pkwy, Auto Mall Pkwy / WarmSprings Intersection)	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	3,000		3,000				3,000	
00306	Fremont	I-880/Decoto Interchange Modernization	3-South	2014 MBB	TEP-21	HWY	Planning / Scoping	1,000		1,000				1,000	
00308	Fremont	Niles/Nursery Avenue Railroad Crossing Safety and Quiet Zone	3-South	2014 MBB	TEP-21	Freight	CON	977		977				977	
00309	Fremont	I-880 Bridge at Pacific Commons Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,100		2,100				2,100	
00311	Fremont	Sabercat Trail Connection to Irvington BART Station Area	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env								
00322	Fremont	Former State Route 84 Pavement Rehabilitation	3-South	2014 MBB	TEP-21	LSR	CON	2,000		2,000				2,000	
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	750		750				750	
00310	Fremont/ Ala. County	Niles Canyon Trail Phase I	3-South	2014 MBB	TEP-21	Bike/Ped	Final Design (PS&E)	250			250			250	
00307	Fremont/ Union City	Decoto Boulevard Complete Streets w/Transit Priority Project	3-South	1986 MB	MB226	LSR	Final Design (PS&E)	3,500		3,500				3,500	
00312	Fremont/ Union City	Dumbarton to Quarry Lakes Trail	3-South	2014 MBB	TEP-21	Bike/Ped	PE/Env	2,000		2,000				2,000	
00092	Hayward	Hayward - Industrial Boulevard Preservation	2-Central	OBAG	STP	LSR	CON	1,265	1,265					1,265	
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2-Central	2014 MBB	TEP-26	LSR	CON	21,500	21,500					21,500	
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	175	175					175	
00241	Hayward	Main Street Complete Street Project	2-Central	STP/CMAQ	STP/CMAQ	LSR	CON	1,500	1,500					1,500	
00242	Hayward	SR-92 Clawiter-Whitesell Interchange	2-Central	2014 MBB	TEP-26	HWY	Planning / Scoping	440	440					440	
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	STP/CMAQ	LSR	LSR	Final Design (PS&E)	88	88					88	
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	STP/CMAQ	LSR	LSR	CON	1,662	1,662					1,662	

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase								
00283	LARPD/TVC	Valley Trails Connection Project	4-East	CMA-TIP	Other	Bike/Ped	Various	110	110					110	
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	STA	Transit	O&M	388	388					388	
00008	LAVTA	WHEELS Route 14 Operating Assistance	4-East	Lifeline	JARC	Transit	O&M	129	129					129	
00160	LAVTA	Pilot Transit Program for Last Mile Connections	4-East	2000 MB	Disc-Transit	Transit	Various	51	51					51	
00175	LAVTA	LAVTA Rte 30 BRT Operations, FYs 15/16 and 16/17	4-East	TFCA	Prog Mgr	Transit	Various	275	275					275	
00183	LAVTA	LAVTA Rte 30R Operations (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Transit	O&M	318	318					318	
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	152	152					152	
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	2000 MB	Disc-Transit	Transit	CON	1,262	1,262					1,262	
00245	LAVTA	Wheels Forward/2020 Plan	4-East	2000 MB	Disc-Transit	Transit	Planning / Scoping	220		220				220	
00298	LAVTA	Para-Taxi Debit Card	4-East	2000 MB	Disc-PT	Paratransit	O&M	87		23	16	16	16	16	
00299	LAVTA	Para-Taxi Operations	4-East	2000 MB	Disc-PT	Paratransit	O&M	140		24	25	28	30	33	
00321	LAVTA	LAVTA Rte 30 BRT Operations, FYs 19/20 and 20/21	4-East	TFCA	Prog Mgr	Transit	O&M	477	477					477	
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	4-East	2014 MBB	TEP-12	Paratransit	O&M	22	22					22	
00275	LIFE ElderCare	VIP Rides Program (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	275	275					275	
00296	LIFE ElderCare	Door Through Door (DthruD) and TNC Transportation for Seniors and Disabled Adults	Multiple	2000 MB	Disc-PT	Paratransit	O&M	1,023		150	189	200	234	250	
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	PE/Env	20	20					20	
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	30	30					30	
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	160	160					160	
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	TFCA	Prog Mgr	Bike/Ped	CON	193	193					193	
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrieta)	4-East	2014 MBB	TEP-42	Bike/Ped	CON	1,407	1,407					1,407	
00246	Livermore	Livermore Annual Pavement Maintenance - MTS Routes	4-East	STP/CMAQ	LSR	LSR	CON	1,382		1,382				1,382	
00247	Livermore	Vasco Road/I-580 Interchange Improvements	4-East	2014 MBB	TEP-34	HWY	PE/Env	1,380	1,380					1,380	
00102	MTC	Regional Planning Activities and PPM - Alameda	Multiple	OBAG	STP	Multiple	PE/Env	1,034	1,034					1,034	

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CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase								
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	75		75				75	
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	PE/Env	325		325				325	
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	350		350				350	
00324	MTC / Alameda CTC	I-580 WB HOV Extension	Multiple	2010 VRF	Disc-Transit	Transit	CON	4,000		4,000				4,000	
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200		200				200	
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	Multiple	2010 VRF	Disc-Transit	Transit	PE/Env	500		500				500	
00325	MTC / Alameda CTC	I-80 HOV Lane Extension (Emeryville Crescent)	Multiple	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	800		800				800	
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	200		200				200	
00326	MTC / Alameda CTC	I-80 DAA and Near-term improvements	Multiple	2010 VRF	Disc-Transit	Transit	PE/Env	300		300				300	
00327	MTC / Alameda CTC	I-80 Powell Interchange	Multiple	2010 VRF	Disc-Transit	Transit	Planning / Scoping	250		250				250	
00328	MTC / Alameda CTC	Bay Bridge Bicycle/Pedestrian LINK	Multiple	2000 MB	Disc-BP	Transit	Final Design (PS&E)	3,000		3,000				3,000	
00099	Newark	Enterprise Drive Complete Streets and Road Diet	3-South	OBAG	STP	Bike/Ped	CON	454	454					454	
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	Final Design (PS&E)	2,765	2,765					2,765	
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	CON	11,134	11,134					11,134	
00116	Newark	Central Avenue Overpass	3-South	2000 MB	025	LSR	ROW	2,155	2,155					2,155	
00248	Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	3-South	STP/CMAQ	LSR	LSR	CON	592	592					592	
00028	Oakland	Taxi-Up & Go Project	Multiple	2000 MB	Disc-PT	Paratransit	O&M	350	350					350	
00064	Oakland	Oakland Broadway Corridor Transit	1-North	2014 MBB	TEP-24	Transit	Planning / Scoping	50	50					50	
00093	Oakland	Lake Merritt BART Bikeways	1-North	OBAG	STP	Bike/Ped	CON	571	571					571	
00094	Oakland	Oakland Complete Streets	1-North	OBAG	STP	LSR	CON	3,384	3,384					3,384	
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	STP	Bike/Ped	CON	4,446	4,446					4,446	
00095	Oakland	Lakeside Complete Streets and Road Diet	1-North	OBAG	CMAQ	Bike/Ped	CON	2,554	2,554					2,554	
00100	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I	1-North	OBAG	CMAQ	Bike/Ped	CON	5,452	5,452					5,452	

Alameda CTC Comprehensive Investment Plan Five-Year Programming and Two-Year Allocation Plan 2020 CIP Update								Programming and Allocations (\$ x 1,000)							
								Programme d Amount	Prior Allocations	Two-Year Allocation Plan		Future Programming		Total Allocated (Thru FY20-21)	
									Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23		FY2023-24
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase								
00103	Oakland	7th Street West Oakland Transit Village, Phase II	1-North	OBAG	CMAQ	Bike/Ped	CON	3,288	3,288						3,288
00121	Oakland	Oakland Army Base Roadway Infrastructure Improvements	1-North	2014 MBB	TEP-26	Freight	CON	41,000	41,000						41,000
00122	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	1-North	2014 MBB	TEP-26	Freight	CON	5,000	5,000						5,000
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,300	1,300						1,300
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	2014 MBB	TEP-26	LSR	CON	5,300	5,300						5,300
00137	Oakland	I-880/42nd-High Street Access Improvements	1-North	2014 MBB	TEP-40	HWY	CON	10,000	10,000						10,000
00167	Oakland	Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations, FY 15/16	1-North	TFCA	Prog Mgr	Transit	Various	210	210						210
00168	Oakland	CityRacks, Phase 12	1-North	TFCA	Prog Mgr	Bike/Ped	Various	124	124						124
00180	Oakland	Broadway Shuttle Operations (FY 16/17 - 17/18)	1-North	TFCA	Prog Mgr	Transit	O&M	367	367						367
00180	Oakland	Broadway Shuttle Operations	1-North	2014 MBB	TEP-45	Transit	O&M	1,650	660	330	330	330			1,320
00180	Oakland	Broadway Shuttle Operations	1-North	TFCA	Prog Mgr	Transit	O&M	603	338	265					603
00187	Oakland	Oakland Citywide Bike Parking Program, Phase 13	1-North	TFCA	Prog Mgr	Bike/Ped	CON	100	100						100
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	PE/Env	225	225						225
00249	Oakland	27th Street Complete Streets	1-North	2014 MBB	TEP-45	LSR	Final Design (PS&E)	1,725	1,725						1,725
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	250	250						250
00251	Oakland	E 12th Street Bikeway	1-North	2000 MB	Disc-BP	Bike/Ped	CON	1,250	1,250						1,250
00251	Oakland	E 12th Street Bikeway	1-North	TFCA	Prog Mgr	Bike/Ped	CON	140	140						140
00252	Oakland	East Oakland Community Streets Plan	1-North	2014 MBB	TEP-45	LSR	Planning / Scoping	100	100						100
00253	Oakland	Fruitvale Ave Gap Closure	1-North	2014 MBB	TEP-44	Bike/Ped	CON	1,634		1,634					1,634
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	PE/Env	80	80						80
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	320	320						320
00254	Oakland	Lakeside Family Streets	1-North	STP/CMAQ	STP/CMAQ	LSR	CON	4,392		4,392					4,392
00255	Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	1-North	2010 VRF	Disc-BP	Bike/Ped	CON	2,500	2,500						2,500

Alameda CTC Comprehensive Investment Plan Five-Year Programming and Two-Year Allocation Plan 2020 CIP Update								Programming and Allocations (\$ x 1,000)							
								Programme d Amount	Prior Allocations	Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY20-21)
									Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase								
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	Final Design (PS&E)	1,500	1,500					1,500	
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	2014 MBB	TEP-46	LSR	CON	9,500			9,500			9,500	
00257	Oakland	Coliseum Transit Hub	1-North	2010 VRF	Disc-Transit	Transit	Planning / Scoping								
00257	Oakland	Coliseum Transit Hub	1-North	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)								
00258	Oakland	Oakland LSR Paving Program	1-North	STP/CMAQ	LSR	LSR	PE/Env	734	734					734	
00258	Oakland	Oakland LSR Paving Program	1-North	STP/CMAQ	LSR	LSR	CON	4,161	4,161					4,161	
00259	Oakland	OakMob Transportation Demand Management (TDM)	1-North	2014 MBB	TEP-45	Transit	O&M	215	215					215	
00323	Oakland	Broadway Transit Lanes	1-North	2014 MBB	TEP-24	Transit	CON	4,000		4,000				4,000	
00101	Piedmont	Piedmont Complete Streets (CS)	1-North	OBAG	STP	Bike/Ped	CON	129	129					129	
00260	Piedmont	Oakland Avenue Improvements	1-North	STP/CMAQ	LSR	LSR	CON	168	168					168	
00285	Piedmont	Piedmont LSR Exchange Projects	1-North	CMA-TIP	Other	LSR	CON	(208)	(208)					(208)	
00286	Piedmont	Oakland Avenue Pedestrian Bridge Railing Project	1-North	CMA-TIP	Other	LSR	CON	208	208					208	
00029	Pleasanton	Downtown Route Shuttle (DTR)	4-East	2000 MB	Disc-PT	Paratransit	O&M	148	148					148	
00104	Pleasanton	Pleasanton Complete Streets	4-East	OBAG	STP	Bike/Ped	CON	832	832					832	
00169	Pleasanton	Pleasanton Trip Reduction Program, FYs 15/16 & 16/17	4-East	TFCA	Prog Mgr	Transit	Various	53	53					53	
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	4-East	TFCA	Prog Mgr	Bike/Ped	O&M	130	130					130	
00262	Pleasanton	Pavement Rehabilitation Hacienda Business Park	4-East	STP/CMAQ	LSR	LSR	CON	1,095		1,095				1,095	
00263	Pleasanton	Stoneridge at I-680 Interchange improvements	4-East	2014 MBB	TEP-26	HWY	CON	5,200			5,200			5,200	
00316	Pleasanton	Citywide Trip Reduction Program	4-East	TFCA	Prog Mgr	Transit	O&M	80		80				80	
00144	Port of Oakland	Scoping: Airport Drive Overlay	1-North	2014 MBB	TEP-26	Multiple	Planning / Scoping	42	42					42	
00145	Port of Oakland	Scoping: Port Terminal Seismic Monitoring Program	1-North	2014 MBB	TEP-26	Freight	Planning / Scoping	7	7					7	
00146	Port of Oakland	Scoping: Port Area ITS Deployment	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22					22	
00147	Port of Oakland	Scoping: Middle Harbor Road Improvements	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	22	22					22	

Alameda CTC Comprehensive Investment Plan Five-Year Programming and Two-Year Allocation Plan 2020 CIP Update								Programming and Allocations (\$ x 1,000)							
								Programme d Amount	Prior Allocations	Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY20-21)
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase		Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	
00148	Port of Oakland	Scoping: Port Terminal Lighting Upgrade	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00149	Port of Oakland	Scoping: Outer Harbor Intermodal Terminal (OHIT) Phase 2	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	50	50						50
00150	Port of Oakland	Scoping: Airport Perimeter Dike	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	30	30						30
00151	Port of Oakland	Scoping: 7th Street Grade Separation East	1-North	2014 MBB	TEP-27	Multiple	Planning / Scoping	6	6						6
00067	San Leandro	San Leandro Streets Rehabilitation	2-Central	2014 MBB	TEP-26	LSR	CON	30,000	16,000	7,000	7,000				30,000
00096	San Leandro	San Leandro Boulevard Preservation	1-North	OBAG	STP	LSR	CON	804	804						804
00170	San Leandro	San Leandro LINKS shuttle, FYs 15/16 and 16/17	2-Central	TFCA	Prog Mgr	Transit	Various	50	50						50
00190	San Leandro	LINKS Shuttle (FY 17/18 - 18/19)	2-Central	TFCA	Prog Mgr	Transit	O&M	130	130						130
00190	San Leandro	LINKS Shuttle Operations	2-Central	2014 MBB	TEP-45	Transit	O&M	1,020	420	200	200	200			820
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2-Central	2014 MBB	TEP-26	LSR	CON	1,821				1,821			
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	STP/CMAQ	LSR	LSR	PE/Env	73	73						73
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	STP/CMAQ	LSR	LSR	CON	975		975					975
00030	SHS	Rides for Seniors	Multiple	2000 MB	Disc-PT	Paratransit	O&M	235	235						235
00051	SJRRRC	ACE Capital	Multiple	2000 MB	01	Transit	Various	13,184	13,184						13,184
00031	SSPTV	Volunteer Assisted Senior Transportation Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	325	325						325
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	Multiple	2014 MBB	TEP-12	Paratransit	O&M	210	210						210
00297	SSPTV	Volunteers Assisting Seniors with Transportation (VAST)	4-East	2000 MB	Disc-PT	Paratransit	O&M	560		106	109	112	115	118	215
00010	Union City	Operations Support for Route 2	3-South	Lifeline	STA	Transit	O&M	220	220						220
00062	Union City	Union City Intermodal Station	3-South	2014 MBB	TEP-22	Transit	Planning / Scoping	51	51						51
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	PE/Env	5	5						5
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	780	780						780
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	2014 MBB	TEP-44	Bike/Ped	CON	5,779	5,779						5,779
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	CMA-TIP	Other	Bike/Ped	CON	1,100	1,100						1,100

Alameda CTC Comprehensive Investment Plan Five-Year Programming and Two-Year Allocation Plan 2020 CIP Update								Programming and Allocations (\$ x 1,000)							
								Programme d Amount	Prior Allocations	Two-Year Allocation Plan		Future Programming			Total Allocated (Thru FY20-21)
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase		Prior Thru FY2018-19 (July 2018)	FY2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	TFCA	Prog Mgr	Bike/Ped	CON	136	136						136
00266	Union City	Dyer Road Pavement Rehabilitation	3-South	STP/CMAQ	LSR	LSR	CON	872	872						872
00267	Union City	Bicycle and Pedestrian Master Plan Update	3-South	2000 MB	Disc-BP	Bike/Ped	Planning / Scoping	150	150						150
00317	Union City	Union City IDEA Grant Traffic Signal Control Improvement	4-East	TFCA	Prog Mgr	Transit	CON	221		221					221
00294	USOAC	Senior Public Transportation Training and Education Program	Multiple	2000 MB	Disc-PT	Paratransit	O&M	419		34	62	103	108	112	96
00281	Various	State Transportation Improvement Program	Multiple	STIP	RIP	HWY	Various	48,813	48,813						48,813
00282	Various	Lifeline Cycle 5 Program	Multiple	Lifeline	Various	Transit	Various	4,789	4,789						4,789
Totals								1,307,389	886,563	305,528	46,266	50,508	8,926	9,598	1,238,607

Total 2-year Allocations	\$ 351,794
Total 5-year Programming	\$ 420,826



DATE: May 21, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: Approve actions necessary to facilitate project advancement into the construction phase for I-80 Gilman Interchange Improvements Project

Recommendation

It is recommended that the Commission approve and authorize the following actions for the I-80 Gilman Interchange Improvements Project:

1. Encumber and incur costs within allocated and authorized Project Funding Budgets for the Right of Way phase and execute associated agreements; and
2. Authorize the Executive Director or designee to enter into necessary agreements including a Cooperative Agreement with the California Department of Transportation (Caltrans)

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.

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 from the 2017 Regional Active Transportation Program (ATP) Augmentation and \$41,229,000 in State Transportation Improvement Program (STIP) funding. Both funds are subject to allocation approval from the California Transportation Commission (CTC).

An allocation of \$2,445,000 in Right of Way funding for use on the project was approved by the CTC on May 13, 2020. These funds will be used for eligible Right of Way project expenses including permits, easements, fee takes and utility relocation.

Caltrans will advertise, award, and administer (AAA) the construction of the project. The cooperative agreement is required to move the project forward to construction and will establish roles, responsibilities, and funding obligations between Alameda CTC and Caltrans for the construction phase of the project. Funding for the construction phase of the project is provided in Table 1.

Approval of the requested actions will position the project to obtain CTC approval of \$42,936,000 in future allocations for the construction phase work which is scheduled to begin December 2020.

Background

Alameda CTC is the project sponsor 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.

Alameda CTC is the implementing agency for the environmental, design, right-of-way acquisition, and utility phases of the project. Caltrans will AAA the construction work for this project.

Schedule: The project is currently in the final stages of design and right-of-way acquisition. The project team submitted the 100% Plans, Specifications and Estimate package to Caltrans for its review and approval on March 27, 2020. The project is on schedule to achieve the following significant future delivery milestones:

- Ready to List (RTL) – June 30, 2020
- Seek CTC construction allocation - August 12, 2020
- Construction Contract Award – December 1, 2020
- Construction Complete – August 31, 2023

Right-of-Way/Utilities Phase: The Project impacts parcels with three public agencies, seven property owners and three utility owners which will require agreements to reflect

roles, responsibilities, and associated funding reimbursements. In addition to previously allocated Measure BB funds, an allocation of \$2,445,000 in STIP funding was approved by the CTC for eligible right of way project costs. See Table 1 for funding details.

Construction Phase: Caltrans will AAA the construction work. A cooperative agreement will be required between Alameda CTC and Caltrans to establish roles, responsibilities, and funding obligations between Caltrans and Alameda CTC for the construction phase of the project and is required to RTL the project and move the project forward to construction. See Table 1 for funding details.

TABLE 1: CONSTRUCTION AND RIGHT OF WAY COST ESTIMATE SUMMARY ¹

Description of Work		Right of Way / Utilities / Permits	Construction Phase Support (Environmental/ Design/ Management Services)	Construction Capital and Support	Total ²
Authorized Agency		Alameda CTC	Alameda CTC	Caltrans	
Fund Source	State -ATP	\$0	\$0	\$4,152,000	\$4,152,000
	State -STIP	\$2,445,000	\$0	\$38,784,000	\$41,229,000
	MBB ³	\$451,000	\$1,200,000	\$0	\$1,651,000
	Total	\$2,896,000	\$1,200,000	\$42,936,000	\$47,032,000

¹Estimates subject to adjustments during RTL approval process and final approval by CTC.

²Does not reflect project funding from City of Berkeley.

³Previously allocated funds.

Approval of the recommended actions will allow for the expenditure of \$2,445,000 STIP Right of Way funds allocated by the CTC and position the project to seek the remaining \$42,936,000 in allocations (\$4,152,000 of ATP and \$38,784,000 of STIP funding) for construction from CTC.

Fiscal Impact: The action will authorize the encumbrance of \$4,096,000 (\$1,651,000 in previously allocated Measure BB and \$2,445,000 STIP 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.

Attachment:

- A. I-80 Gilman Interchange Improvement Project Fact Sheet

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Interstate 80/Gilman Street 6.9A Interchange Improvement Project

APRIL 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

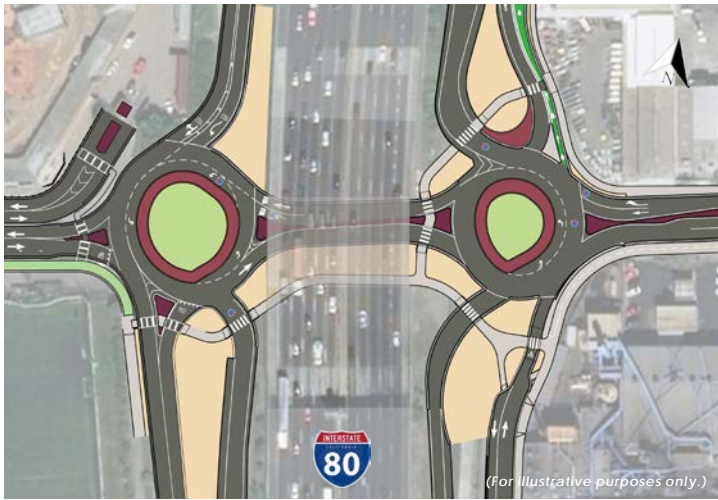


PROJECT NEED

- 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)	\$6,147
Right-of-Way/Utility	\$3,116
Construction	\$46,858
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}	\$41,484
Other (Local, State and EBMUD) ⁴	\$345
TBD	\$2,667
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	Late 2020	Summer 2023

⁵ Schedule subject to funding availability.

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



Memorandum

6.10

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

DATE: May 21, 2020

TO: Alameda County Transportation Commission

FROM: Liz Rutman, Director of Express Lanes Implementation and Operations

SUBJECT: Approve Amendment No. 3 to Agreement 15R390000 with the California Highway Patrol for I-580 Express Lanes Enforcement Services

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 3 to Agreement 15R390000 with the California Highway Patrol to extend the term of the agreement for three additional years with an additional budget of \$2,360,000 for a total not-to exceed amount of \$4,166,000 for I-580 Express Lanes Enforcement Services.

Summary

Alameda CTC operates and maintains the I-580 Express Lanes to provide travel reliability for the public. Alameda CTC maintains an agreement with the California Highway Patrol (CHP) to provide the necessary patrol and enforcement services that are an essential element of maintaining optimal operations on the Express Lanes. The current agreement expires on June 30, 2020 and is expected to expend over 90% of the current total contract amount. An extension of this service agreement to June 2023, along with the corresponding increase in budget that will include enforcement of the new northbound express lane, will ensure continued coverage by CHP necessary for successful I-580 Express Lanes operations.

Background

Pursuant to California Streets and Highway Code Section 149.5, the agreement between Alameda CTC and CHP identifies procedures for enforcement by CHP to prohibit unauthorized use of the express lanes and authorizes reimbursement of this state agency for the enforcement activities. On a regular basis, CHP officers are present in the corridor to pull over suspected toll violators in addition to enforcing overall traffic safety. It is necessary to continue CHP-provided enforcement services to augment alternative violation enforcement strategies which cannot detect all types of unauthorized use.

This Agreement with CHP was originally executed in 2015. Amendments were issued in 2016 and 2018, each with sufficient budget additions to ensure continued enforcement monitoring of the express lanes. The current agreement expires on June 30, 2020 and an extension of this service agreement will ensure continued coverage by CHP necessary for successful I-580 Express Lanes operations. Attachment A shows the monthly enforcement statistics for calendar year 2019. CHP officers volunteer for overtime duty to perform express lane enforcement. In addition to issuing citations or warnings, the mere visibility of CHP patrols within the corridor is a deterrent to toll evasion.

At this time, staff and CHP are recommending that the amendment be issued for a three-year time extension to reduce administrative costs associated with each amendment. Staff has estimated that the budget needs for the next three years will be \$2,460,000. Based on the estimated budget remaining from the current contract amount, the additional budget request for this three-year time extension is \$2,360,000.

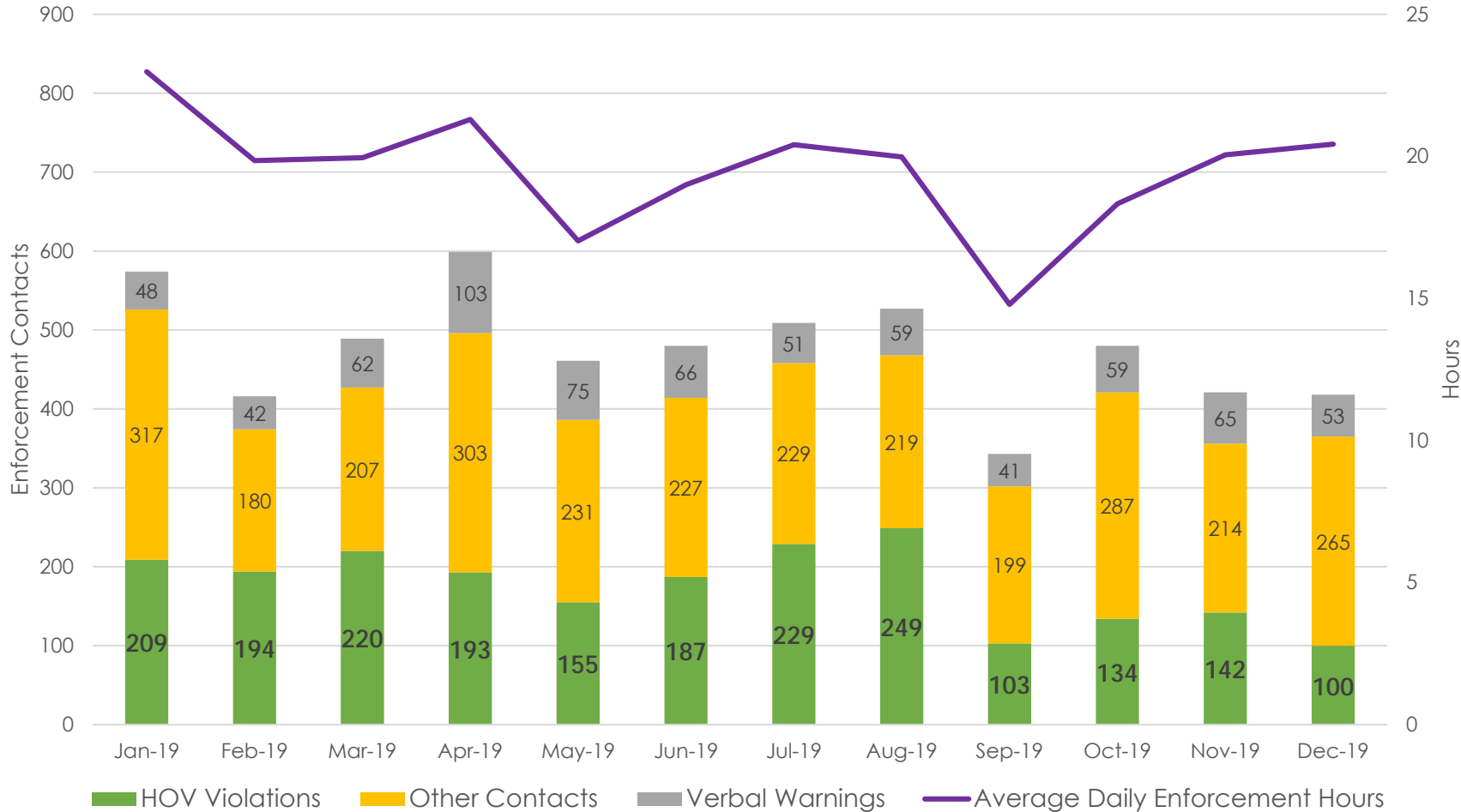
Fiscal Impact: The fiscal impact for approving this item is \$2,360,000 of I-580 Express Lanes Toll Revenue funds, which will be included in the appropriate I-580 Express Lanes Operating Budgets.

Attachment:

- A. I-580 Express Lanes CHP Express Lanes Enforcement Statistics, January 2019 – December 2019

I-580 Express Lanes CHP Enforcement Statistics

January 2019 – December 2019



Average monthly cost for CHP in 2019: \$47,700

Average cost for a CHP contact in 2019: \$100

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Memorandum

6.11

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

DATE: May 21, 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.

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

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

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Memorandum

6.12

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

DATE: May 21, 2020

TO: Alameda County Transportation Commission

FROM: Kate Lefkowitz, Associate Transportation Planner
Kristen Villanueva, Senior Transportation Planner

SUBJECT: 2020 Countywide Transportation Plan: Community-Based Transportation Plan Update

Recommendation

This item provides the Commission with an update on the Community-Based Transportation Plan (CBTP) effort that is part of the 2020 Countywide Transportation Plan (CTP). The update covers baseline conditions analysis and focused outreach conducted in Alameda County's low-income and minority communities, as defined by the Metropolitan Transportation Commission's (MTC) Communities of Concern (CoC). This informs the 2020 CTP and fulfills MTC requirements to update Alameda County's CBTPs. This item is for information only.

Summary

The CBTP program was launched in 2002 by MTC to develop strategies to improve access and mobility for low-income communities for both commute and non-commute trips. To determine where CBTPs would be conducted, MTC identified CoCs throughout the region, which are census tracts with high concentrations of disadvantaged populations¹. Community engagement is a key component and requirement of CBTP development and informs analysis and recommendations.

The last set of CBTPs was completed between 2004 and 2009 for Alameda County's CoCs, which at the time consisted of five communities in the North and Central planning areas. Since then, MTC's definition of CoCs has evolved to better capture concentrations of low-income, minority communities using the most recent census

¹ MTC has defined CoCs as census tracts that have at least 30% of residents that are low-income and that have either ≥ 70% minority population or three or more of the following: Limited English Proficiency (12% threshold); Population over 75 (10% threshold); Zero -vehicle households (10% threshold); Single-parent households (20% threshold); Disabled population (12% threshold); Rent-burdened households (15% threshold).

data, and demographic shifts and growth have occurred throughout the county. MTC approved the current CoC definitions and boundaries in 2018.

This CBTP update will be integrated into and formalized as part of the 2020 CTP. Analysis is presented for groups of CoCs, as detailed below, which are called CBTP study areas. The CBTP effort included public outreach in all CBTP study areas, analysis of baseline conditions for these areas, and discussions with jurisdictions that have recently conducted extensive outreach and planning work within these communities.

This memo presents a summary of findings about transportation needs for the CBTP study areas and recommendations for incorporation into the 2020 CTP. The CBTP outreach and analysis supplements broader countywide analysis and outreach underway for the CTP and provides key input into project and program prioritization and strategy development. Incorporating the CBTP findings elevates feedback from disadvantaged communities and ensures the needs of these populations are adequately reflected in the CTP.

Background

MTC's CBTP Program

MTC launched the CBTP program in 2002. Its goal is twofold: to improve access and mobility for disadvantaged communities (for commute as well as non-commute trips) and to engage residents and community organizations in the process. The CBTP program historically provided input to Lifeline Program spending allocations, specifically for transportation projects that address mobility and accessibility needs in low-income communities, although in recent cycles the funding is primarily used specifically for transit operations and the direct link to CBTPs has lessened.

Since the beginning of the CBTP program, MTC has defined the disadvantaged communities that are considered CoCs. MTC periodically updates the criteria used to determine which areas are considered CoCs and uses the latest demographic data from the U.S. Census to update the CoC boundaries as part of updating the regional transportation plan. Since Plan Bay Area (2013) MTC has defined CoCs as census tracts that have at least 30% of residents that are low-income and that have either $\geq 70\%$ minority population or three or more of the following:

1. Limited English Proficiency (12% threshold)
2. Population over 75 (10% threshold)
3. Zero -vehicle households (10% threshold)
4. Single-parent households (20% threshold)
5. Disabled population (12% threshold)
6. Rent-burdened² households (15% threshold)

² Rent-burdened is defined as paying more than 30% of household income on rent.

In spring 2018, MTC updated its CoC boundaries with American Community Survey (ACS) 2012-2016 5-year data. This recent demographic data changed the spatial distribution of CoCs within Alameda County compared to CBTPs that were developed over ten years ago. Alameda County now contains 115 census tracts that meet the CoC criteria, located in nine cities and three unincorporated areas across all four planning areas of Alameda County. This map is included in Attachment A. Approximately 85% of these census tracts qualify as CoCs based on the low-income and minority criteria alone.

Alameda County CBTP Study Areas

Alameda CTC has grouped CoC census tracts into CBTP study areas that align with Alameda County Planning Area boundaries and jurisdictional boundaries to guide this effort. For the most part, each CBTP study area is a small section of a jurisdiction, however for cities with a large number of CoC census tracts, multiple CBTP study areas were designated. The CBTP study areas are shown in Table 1.

Table 1 CBTP Study Areas by Jurisdiction

Planning Area	CBTP Study Area	
North County	<ul style="list-style-type: none"> Alameda Albany Berkeley: Central, South and West 	<ul style="list-style-type: none"> Oakland: North, West, Central and East
Central County	<ul style="list-style-type: none"> Unincorporated: Ashland, Cherryland and Castro Valley 	<ul style="list-style-type: none"> San Leandro Hayward
South County	<ul style="list-style-type: none"> Union City 	<ul style="list-style-type: none"> Newark
East County	<ul style="list-style-type: none"> Livermore 	

2020 CBTP Approach

The 2020 CBTP process sought to understand current transportation needs in CoCs, meet MTC's requirements for the CBTP program, and provide input into the 2020 CTP. The CBTP outreach and analysis supplements broader countywide analysis for the CTP and provides key input into project and program selection and strategy development. Incorporating the CBTP findings elevates feedback from disadvantaged communities, which are traditionally harder to reach through conventional outreach, in the broader planning context for Alameda County.

Developing the 2020 CBTP involved the following three key efforts:

- Baseline Conditions.** Analysis of baseline conditions to understand the current transportation characteristics of the CBTP study areas. Data analysis included: demographic data, commute patterns for residents and workers, and a summary of baseline conditions of the transportation network like pavement condition, the High-injury Network for walking and biking, and presence of active transportation infrastructure, among other metrics.

- **Analysis of Past Planning Efforts.** Synthesis of recent planning and outreach activities that have been conducted in the CBTP Study Areas. Attachment B lists the plans reviewed for the 2020 CBTP update.
- **Community Engagement.** Substantial outreach to gain an understanding of issues and needs directly from the communities. This consisted of a countywide poll conducted in 2019 that was presented to Commissioners at the May retreat, intercept surveys at pop up events within CBTP study areas, and interviews with community-based organizations. Attachment C provides a summary of outreach conducted. Due to the large number of CoCs in the City of Oakland, a modified approach was used for these CBTP study areas. See detail in Attachment C for this approach.

Key Findings from the 2020 CBTP update

Based on analysis of baseline conditions, review of past planning efforts, and outreach conducted for the CBTP, the following overarching transportation needs have been identified across all CoC's in the county's planning areas:

Safe Biking and Walking. There is a need for safer walking and biking facilities. Particular concern has been raised about safely crossing roadways with high traffic volumes and high traffic speeds, indicating a need for safer crosswalks.

Pedestrian Quality and Safety There is a need for improved pedestrian infrastructure and amenities including completion of sidewalks and more street lighting to deter crime and facilitate pedestrian safety at night.

Affordable Transit Fares. Introducing affordable transportation options is noted as a key concern for residents in CoCs.

Better Access to Transit. There is a need to expand the frequent transit network to provide options for off-peak commuters and increase the frequency of transit in CoCs. Additional needs include safer access to transit stops and stations. Outside of the North planning area, improved access to reliable and frequent transit has been raised as a significant need. The major high frequent bus lines and rail stations are concentrated in North County, leaving potential transit dependent populations with limited options elsewhere in the county.

Pavement Quality in CBTP study areas. There is a need to improve pavement condition in CBTP study areas.

Detailed findings from baseline conditions, analysis of past planning efforts, and community engagement are found in Tables 2 and 3. Table 2 summarizes key findings that have emerged countywide. Table 3 provides additional context for the specific needs within each jurisdiction as provided during community engagement. Note that the findings in Table 3 are in addition to the findings and issues presented in Table 2.

Table 2 Summary of High-Level Findings of CBTP Study Areas Countywide

Mode/Issue Area	Key Findings
Safety	<ul style="list-style-type: none"> Residents in CBTP study areas feel less safe walking, waiting for transit, and biking CBTP study areas have more miles of <u>Auto</u> High Injury Network than non-CBTP study areas in the county
Commute Patterns	<ul style="list-style-type: none"> The number of off-peak commuters within CBTP study areas have increased at a higher rate than non-CBTP study areas since 2010
Transit	<ul style="list-style-type: none"> Residents in CBTP study areas use transit more frequently Concerns around transit affordability Concerns around transit frequency Support for improvements to transit amenities: bus shelters and stops
Active Transportation	<ul style="list-style-type: none"> Support for improved infrastructure for active transportation such as high-quality bike lanes, trails that are separate from roads, bike parking
Driving and Pavement Condition	<ul style="list-style-type: none"> Residents indicate long driving travel times and high costs of driving due to traffic and long distances CBTP study areas are twice as likely to be home to "at-risk" pavement conditions as non-CBTP study areas in the county Improving potholes and roads is a top priority for residents in CBTP study areas

Table 3 Specific Outreach Findings for Each Jurisdiction with a CBTP Study Area

Jurisdiction	Key Findings from Community Engagement
Alameda	<ul style="list-style-type: none"> Concern around transit amenities: better bus shelters and apps for smartphones, more weekend/night service Concern for pedestrian safety due to driving behaviors
Albany	<ul style="list-style-type: none"> Support for infrastructure improvements to connect residents to businesses, schools, and recreational facilities across within and near the CoC Concerns around pavement quality for biking, lack of bike lanes Concerns around traffic, travel time, and lack of affordable parking
Berkeley: Central, South and West	<ul style="list-style-type: none"> Concern around community displacement, as well as concerns for retaining existing industries Concerns around safety, affordability and cleanliness on BART A desire for more reliable bus service on nights/weekends, more frequent weekday service

Jurisdiction	Key Findings from Community Engagement
Oakland: North, Central, East and West	<ul style="list-style-type: none"> • Focus on active transportation education programming for youth • Existing pavement in poor condition • Concern around pedestrian safety due to vehicular speed and lack of sidewalks • Significant local air pollution exposure and health impacts, particularly in West Oakland • Socioeconomic, cultural, and discriminatory barriers faced by people of color to access bicycling and public spaces more generally.
Unincorporated: Ashland, Cherryland, and Castro Valley	<ul style="list-style-type: none"> • Pedestrian safety, including: safer crossings, traffic calming, and better sidewalks • A desire for more frequent daytime bus service, nighttime/weekend service, and higher reliability
Hayward	<ul style="list-style-type: none"> • Interchanges along I-880 identified as notable barriers for walking and cycling • Concern for safe and accessible walking facilities • Need for more daytime/weekend/night bus service and affordable fares.
San Leandro	<ul style="list-style-type: none"> • Improve automobile and pedestrian safety outcomes on multimodal corridor • Identify strategies to improve sidewalk conditions, lighting, and bicycle infrastructure • A desire for more daytime bus and night/weekend service, fewer/shorter transfers
Newark	<ul style="list-style-type: none"> • Interest in investments in active transportation infrastructure • Concerns around accessing BART, cleanliness, free transfers to/from bus, more parking at stations, more night/weekend service. • Need for more night/weekend bus service, more daytime service, accessible vans/paratransit
Union City	<ul style="list-style-type: none"> • Interest in investments in active transportation infrastructure • Better access to transit • Transit options are not close to destinations, more frequent daytime/night/weekend service is needed • Concerns around safety and walking. Fast traffic, fear for personal safety, crime, better walking facilities are needed
Livermore	<ul style="list-style-type: none"> • Need for improvements to pedestrian crossings, better walking and biking facilities that are separate from road. • Concerns over high traffic speeds • Interest in better access to transit

Integration with 2020 CTP

Many of these needs are consistent with needs already identified in the 2020 CTP and the 2020 CTP will further incorporate these CBTP needs as the document is finalized in coming months. There are several specific ways that the CTP already reflects CBTP needs, most notably within the projects that will be included within a prioritized list of near-term projects and overarching strategies that the CTP will include. Projects and

strategies will be the two key discussion topics during discussions with small groups of Commissioners in May 2020.

The project screening criteria included CoCs as one of the key criteria to select projects for the 10-year priority project list. Many projects that have been submitted directly respond to CBTP needs and Alameda CTC will continue to support cities to develop projects that respond to needs in CBTP study areas. For example, Alameda CTC and many cities are working on multimodal corridor projects which travel through CBTP study areas and directly address many of the needs highlighted through the outreach. In addition, Alameda CTC's ongoing programs address CoC needs, including the Access Safe Routes Program, the expansion of the Student Transit Pass Program, and the Paratransit Program.

The CTP will also include a set of strategies that are currently under development. Several of the strategies under consideration respond directly to CBTP needs, including:

- Build out the Near-Term All Ages and Abilities Walk and Biking Network
- Pilot Fare-Free Zones and Passes
- Provide Safe and Secure Access to Bus Stops
- Explore Funding Strategies to Support Increased Transit Operations
- Identify strategies to address spill over traffic in CoC communities
- Expand Safe Routes to School and Safety Education Programs
- Reduce the Countywide Impacts of Infrastructural Barriers
- Reduce Impacts of Goods Movement, including emissions, safety and truck activity impacts

Next Steps

The CBTP report document will be finalized in early summer and released with the 2020 CTP. Staff are meeting with Commissioners in small Planning Area groups in May 2020 to discuss CTP and CBTP strategies and priority projects. Alameda CTC will monitor progress towards implementing CBTP recommendations, per MTC requirements, and update needs periodically in coordination with future CTP updates.

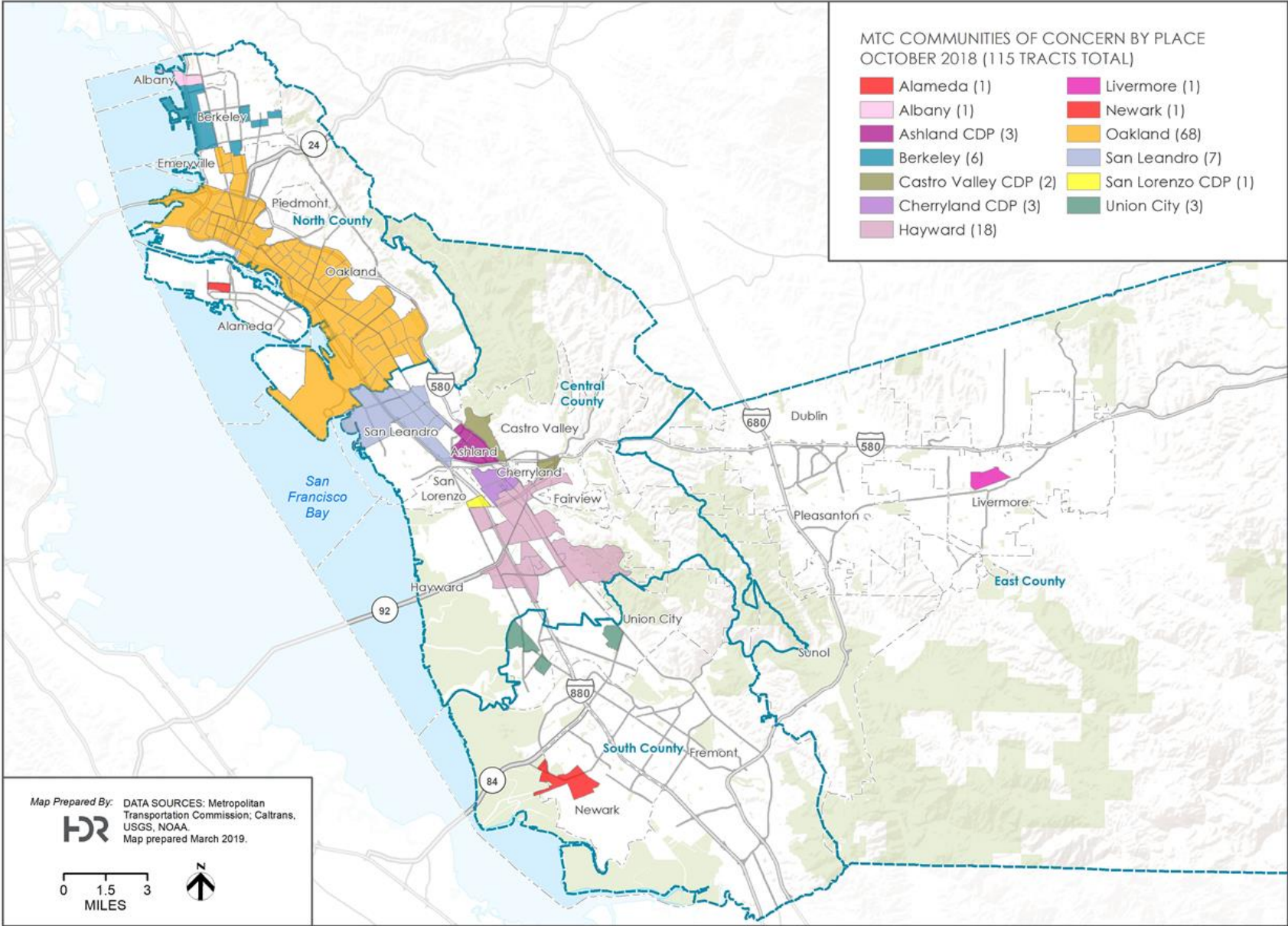
Fiscal Impact: There is no fiscal impact for this item.

Attachments:

- A. Alameda County Communities of Concern
- B. Recent Plans and Outreach in CBTP Study Areas by Jurisdiction/Agency
- C. Outreach Summary for CBTP

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Attachment A – Alameda County Communities of Concern



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Attachment B Recent Plans and Outreach in CBTP Study Areas by Jurisdiction/Agency

Jurisdiction/ Agency	Plan	Status
AC Transit	2017-18 Onboard Survey Summary of Findings	Completed in 2018
Alameda	Transportation Choices Plan	Completed in 2018
Alameda	General Plan	Updated in 2018
Ashland	Business District Specific Plan	Completed in 2015
Berkeley	Berkeley Strategic Transportation	Completed in 2016
Bay Area Rapid Transit (BART)	2018 BART Customer Satisfaction Study	Completed in 2018
Berkeley	City of Berkeley Bicycle Plan	Completed in 2017
Berkeley	Adeline Specific Plan	In Progress
Cherryland	Business District Specific Plan	Completed in 2015
Hayward	Bicycle and Pedestrian Plan	In Progress
Hayward	Hayward Transit Connector (Shuttle) Feasibility Study	Completed in 2017
Livermore	Bicycle, Pedestrian, and Trails Active Transportation Plan (ATP)	Completed in 2018
Oakland	Pedestrian Master Plan	Updated in 2017
Oakland	East Oakland Neighborhood Initiative	Completed in 2019
Oakland	East Oakland Mobility Action Plan/Community-Based Transportation Plan (see Attachment C)	In Progress
Oakland	City of Oakland Bike Plan	Completed 2019
Oakland	Downtown Oakland Specific Plan	Completed in 2020
Oakland	Northwest Oakland Community Coalition Pilot Plan	In Progress
Oakland	West Oakland Community Action Plan	Completed in 2020
Oakland	West Oakland Specific Plan	Completed in 2014
Port of Oakland	Seaport Air Quality 2020 and Beyond Plan	Completed in 2019
San Leandro	Bicycle and Pedestrian Master Plan	Completed in 2017
Union City	Decoto Neighborhood Plan	Completed in 2016

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Attachment C: Outreach Summary for CBTP

Outreach and engagement for the 2020 CBTP consisted of a countywide poll conducted in 2019 that was presented to the commissioners at the May retreat, intercept surveys at pop up events within CBTP Study areas, and interviews with community-based organizations. A review of Oakland's outreach from recently completed plans that included deep engagement with their communities was also conducted.

2019 Poll

In May 2019, as part of the Commission's retreat, Alameda CTC conducted a countywide poll representative of Alameda County's diverse population across planning areas, and included a deliberate over-sample of residents in CBTP study areas. This allowed us to highlight issues for residents of CoCs in a statistically representative way. Over 15,000 invitations were sent through email and text message. Approximately 500 people completed the survey, nearly 200 of whom are residents of Alameda County CoCs. Findings from this poll were presented at the Commission's May 2019 retreat.

Intercept Surveys and Pop Up Events within CBTP Study Areas

The primary tool for outreach in the county's CoCs was the survey at community pop up events. Survey respondents were asked to identify the methods of transportation they were most likely to use in their daily routine and answer questions about their needs and priorities related to that mode. If they had more time, they were asked to identify their needs and priorities relating to safety, convenience, and accessibility for all modes of transportation. The survey and other collateral materials were made available in English, Spanish, and Chinese.

Pop-up workshops were held at high-traffic locations or events where intercept surveys were collected. A total of 419 surveys were collected at 17 pop-up events held at farmers' markets, recreational events, parks, and BART stations within the CBTP study areas. Pop-ups were held from October 2019 through February 2020.

Interviews with Community-Based Organizations

Community based organizations were interviewed to solicit additional information in the CBTP study areas over a three-week period in early 2020. Four organizations were interviewed during this timeframe to provide focused reflections on the information received from the pop-up workshop surveys. These were San Leandro Creekside Church, Union City Family Center, Larry Orozco Teen Bike Shop (San Leandro) and the Community Resources for Independent Living (Hayward).

Outreach Coordination

The City of Oakland has recently completed extensive engagement with communities in their CoCs through several recently completed and in-progress plans and studies. After consultation with the city, it was determined that outreach should not be duplicated in these areas for the 2020 CBTP update. Recent efforts include the AB 617 community process led by the Bay Area Air Quality Management District in West Oakland, which culminated in the report *Owning Our Air: The West Oakland Community Action Plan*, the Downtown Oakland Specific Plan, the East Oakland Neighborhood Initiative (EONI), a plan that focused on equity-based planning in East Oakland, and the East Oakland Mobility Action Plan which is East Oakland's Community Based Transportation Plan. Alameda CTC has provided planning funds to support the East Oakland Mobility Action Plan. Finally, the Oakland Department of Transportation conducted outreach throughout all of Oakland CoCs as a part of the 2019 Bicycle Plan update.



Memorandum

7.1

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

DATE: May 21 2020

TO: Alameda County Transportation Commission

FROM: Patricia Reavey, Deputy Executive Director of Finance and Admin.
Lily Balinton, Director of Finance

SUBJECT: Alameda CTC FY2020-21 Proposed Budget

Recommendation

It is recommended that the Commission approve the Alameda CTC Proposed Budget for FY2020-21.

Summary

The Alameda CTC FY2020-21 Proposed Consolidated Budget (Proposed Budget) demonstrates a sustainable, balanced budget utilizing projected revenues and fund balance to fund total expenditures. A budget is considered sustainable when an agency is able to meet its expenditure requirements as they become due, and a budget is considered balanced when (1) total revenues equal total expenditures, (2) total revenues are greater than total expenditures, or (3) total revenues plus fund balance are greater than total expenditures. The overall consolidated Alameda CTC budget fits into the second category, with total revenues exceeding expenditures; however, the budget includes individual funds that fit into each of the three categories. For example, the Non-Sales Tax Capital Fund fits into category one because revenues are projected to equal expenditures in this fund; and the Measure BB Special Revenue Fund fits into category three because total revenues plus fund balance are being utilized to fund programmed discretionary grants approved in the Comprehensive Investment Plan.

The Proposed Budget has been prepared based on the modified accrual basis of accounting, which is consistent with the basis of accounting utilized to prepare the agency's audited financial statements. It has been segregated by fund type and includes an adjustment column in order to eliminate interagency revenues and expenditures on a consolidated basis. The fund types included are General Funds, Express Lanes Fund, Special Revenue Funds, Exchange Fund, Debt Service Fund, and Capital Projects Funds.

The Proposed Budget is summarized in Attachment A of this staff report. The FY2020-21 budget contains projected revenues totaling \$378.0 million and anticipated expenditures of \$371.5 million. Salaries and benefits expenditures are nominal as compared to total budgeted expenditures. These revenue and expenditure totals constitute a net increase in fund balance of \$6.6 million and a projected consolidated ending fund balance of \$396.0 million.

Approval of the Proposed Capital Program budgets is requested for the amount found in the "Proposed FY2020-21 Capital Budget w/ Estimated Rollover" column on the attached FY2020-21 Proposed Capital Programs Budget sheet. This column includes both the additional capital budget amount requested for FY2020-21 as well as an estimated rollover balance from the adopted FY2019-20 budget. The capital program amount carried forward to the Alameda CTC FY2020-21 Proposed Consolidated Budget does not include the roll forward budget authority because the expenditure amount is still included in the approved budget for FY2019-20 and, therefore, is already netted out of the projected roll forward fund balance from the FY2019-20 adopted budget. During the mid-year budget update process, the roll forward fund balance will be updated to actual based on audited financial statements. Consequently, the capital program budget amount on the FY2020-21 Proposed Consolidated Mid-Year Budget Update spreadsheet later in the fiscal year will be for the full capital budget including both the actual roll forward balance from FY2019-20 and any additional requested capital budget for FY2020-21. This methodology is necessary to ensure accurate and reliable fund balance information in the Alameda CTC budget.

The Proposed Budget includes revenues and expenditures necessary to provide vital programs and planning projects for Alameda County and to deliver significant capital projects that expand access and improve mobility in Alameda County consistent with the Comprehensive Investment Plan (CIP).

Potential effects of the COVID-19 pandemic have been reflected in revenue projections in the proposed budget which are in line with current projections of economist, other California sales tax authorities, and regional express lanes operators. However, no effect is expected in relation to expenditures because the work of Alameda CTC is expected to move forward as scheduled. If and when more information is available and staff determines that it is necessary and appropriate to adjust the budget, a proposed update to the FY2020-21 budget will be brought to the Commission for consideration and approval.

In January 2014, the Commission adopted a General Fund Balance Reserve Policy to conform to best practices in mitigating risk for the agency. The policy was developed in accordance with best practice recommendations by the Government Finance Officers' Association. Alameda CTC has included the General Fund balance reserve amount in this budget, which is calculated based on 2 months' worth of expenditures in the General Fund and 1 months' worth of expenditures in all other funds and amounts to \$34.0 million. The Express Lanes Fund includes a maintenance reserve carried over from prior years of \$5.0 million, and the operational risk reserve in this fund remains at the goal level of \$20.0 million, which was established in the approved I-580 Express Lane 20 Year Expenditure Plan. This operational reserve was established in order to ensure financial stability for the agency, to

address requirements established in agreements with the State of California, and to safeguard against other operational risks not covered by insurance including the current pandemic if it becomes necessary. This budget also allows for the I-580 Express Lanes Fund to continue pay back of the loan to construct the lane from 2000 Measure B. The total amount of all reserves in the Proposed Budget is \$54.0 million which is 10.2 percent of total expenditures including the roll forward capital budget.

Background

Development of the Proposed Budget for FY2020-21 focused on the mission and core functions of Alameda CTC that will enable Alameda CTC to plan, fund and deliver transportation programs and projects that expand access and improve mobility in Alameda County.

The Proposed Budget includes all agency positions, as approved by the Commission. Salaries and benefits in the Proposed Budget account for 1.67 percent of budgeted expenditures including roll forward capital budget authority.

The 2000 Measure B and 2014 Measure BB Salary and Benefits Limitation ratio and the Administrative Cost Limitation ratio were calculated based on the revenues and expenditures in the Proposed Budget and were found to be in compliance with requirements in the Transportation Expenditure Plans and the Public Utility Code.

Fiscal Impact: The fiscal impact if the FY2020-21 Proposed Consolidated Budget is approved will be to provide resources of \$378.0 million and authorize expenditures of \$371.5 million, with an overall increase in fund balance of \$6.6 million for a projected ending fund balance of \$396.0 million.

Attachments:

- A. Alameda CTC FY2020-21 Proposed Consolidated Budget
- B. Alameda CTC FY2020-21 Proposed Capital Programs Budget

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Alameda County Transportation Commission
Fiscal Year 2020-21
Proposed Consolidated Budget

	General Funds	Express Lanes Fund	Special Revenue Funds	Exchange Fund	Debt Service Fund	Capital Project Fund	Inter-Agency Adjustments/ Eliminations	Total
Projected Beginning Fund Balance:	\$ 81,084,703	\$ 28,899,775	\$ 134,997,057	\$ 6,522,858	\$ 9,777,618	\$ 128,187,242	\$ -	\$ 389,469,254
Revenues:								
Sales Tax Revenues	\$ 12,325,000	\$ -	\$ 176,491,651	\$ -	\$ -	\$ 101,183,349	\$ -	\$ 290,000,000
Investment Income	770,000	430,000	1,460,000	200,000	30,000	2,520,000	-	5,410,000
Member Agency Fees	1,512,024	-	-	-	-	-	-	1,512,024
VRF Funds	-	-	12,000,000	-	-	-	-	12,000,000
TFCA Funds	-	-	2,078,522	-	-	-	-	2,078,522
Toll Revenues	-	7,300,000	-	-	-	-	-	7,300,000
Toll Violation and Penalty Revenue	-	1,500,000	-	-	-	-	-	1,500,000
Other Revenues	-	-	15,850	-	26,470,200	-	(26,486,050)	-
Regional/State/Federal Grants	2,400,606	-	2,685,493	-	-	50,414,649	-	55,500,749
Local and Other Grants	-	378,000	-	1,343,203	-	1,000,000	-	2,721,203
Total Revenues	17,007,630	9,608,000	194,731,516	1,543,203	26,500,200	155,117,998	(26,486,050)	378,022,498
Expenditures:								
<u>Administration</u>								
Salaries and Benefits	2,873,594	-	-	-	-	-	-	2,873,594
General Office Expenses	2,048,190	-	1,000	-	-	10,900	(1,000)	2,059,090
Travel Expense	54,000	-	-	-	-	-	-	54,000
Debt Service	-	-	-	-	26,470,200	26,470,200	(26,470,200)	26,470,200
Professional Services	3,344,695	-	-	-	-	225,000	-	3,569,695
Commission and Community Support	229,275	-	14,850	-	-	-	(14,850)	229,275
Contingency	500,000	-	-	-	-	-	-	500,000
<u>Freeway Operations</u>								
Salaries and Benefits	-	239,852	-	-	-	-	-	239,852
Operating Expenditures	-	5,495,590	-	-	-	-	-	5,495,590
Special Project Expenditures	-	43,080	-	-	-	-	-	43,080
<u>Planning</u>								
Salaries and Benefits	1,245,059	-	-	-	-	-	-	1,245,059
<u>Programs</u>								
Salaries and Benefits	146,229	-	2,609,654	61,569	-	-	(238,873)	2,578,579
Programs Management and Support	120,000	-	3,045,438	-	-	-	-	3,165,438
Safe Routes to School Programs	-	-	3,021,059	-	-	-	-	3,021,059
VRF Programming	-	-	10,483,000	-	-	-	-	10,483,000
Measure B/BB Direct Local Distribution	-	-	149,849,077	-	-	-	-	149,849,077
Grant Awards	-	-	14,899,000	-	-	-	-	14,899,000
TFCA Programming	-	-	3,094,432	-	-	-	-	3,094,432
Exchange Fund Programming	-	-	-	75,000	-	-	-	75,000
<u>Capital Projects</u>								
Salaries and Benefits	-	131,969	-	3,549	-	1,989,764	(226,255)	1,899,027
Capital Project Expenditures	-	340,894	12,613,750	1,264,654	-	125,408,971	-	139,628,269
<u>Indirect Cost Recovery/Allocation</u>								
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds	(465,128)	-	-	-	-	-	465,128	-
Total Expenditures	10,095,915	6,251,385	199,631,261	1,404,772	26,470,200	154,104,835	(26,486,050)	371,472,317
Net Change in Fund Balance	6,911,716	3,356,615	(4,899,745)	138,431	30,000	1,013,164	-	6,550,180
Projected Ending Fund Balance	87,996,419	32,256,390	130,097,312	6,661,289	9,807,618	129,200,405	-	396,019,434
Freeway Maintenance Contributions	-	5,000,000	-	-	-	-	-	5,000,000
Fund Balance/Operational Reserves	34,004,523	20,000,000	-	-	-	-	-	54,004,523
Loan Repayment I-580 EL to MB	-	7,256,390	-	-	-	-	-	7,256,390
Projected Net Fund Balance	\$ 53,991,896	\$ -	\$ 130,097,312	\$ 6,661,289	\$ 9,807,618	\$ 129,200,405	\$ -	\$ 329,758,521

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**Alameda County Transportation Commission
Fiscal Year 2020-21
Proposed Capital Programs Budget**

7.1B

Capital Programs	(A)	(B)	(A) - (B) = (C)	(D)	(C) + (D) = (E)	Funding			
	Adopted FY 2019-20 Capital Budget	Estimated FY 2019-20 Expenditures	Estimated FY 2019-20 Rollover to FY 2020-21	Proposed FY 2020-21 Capital Budget Request	Proposed FY 2020-21 Capital Budget w/ Estimated Rollover	Total Local	Total Regional	Total State	Total Federal
1986 Measure B Capital Program	\$ 5,175,937	\$ 100,000	\$ 5,075,937	\$ 500,000	\$ 5,575,937	\$ 5,575,937	\$ -	\$ -	\$ -
2000 Measure B Capital Program	96,842,099	50,874,788	45,967,311	249,719	46,217,031	46,217,031	-	-	-
2000 Measure B SRF Discretionary Capital Program	161,995	-	161,995	-	161,995	161,995	-	-	-
2014 Measure BB Capital Program	203,294,759	129,609,918	73,684,840	125,879,366	199,564,206	137,437,093	-	54,402,858	7,724,257
2014 Measure BB SRF Discretionary Capital Program	24,311,704	12,684,699	11,627,005	11,757,331	23,384,336	23,384,336	-	-	-
Non-Sales Tax Capital Program	5,663,436	5,358,872	304,564	769,649	1,074,213	1,074,213	-	-	-
Non-Sales Tax Exchange Fund Capital Program	7,891,125	3,263,227	4,627,898	1,268,203	5,896,101	5,896,101	-	-	-
Non-Sales Tax SRF Capital Program	458,583	-	458,583	856,419	1,315,002	1,315,002	-	-	-
Express Lanes Capital Program	16,294,726	1,800,000	14,494,726	378,000	14,872,726	14,872,726	-	-	-
	<u>\$ 360,094,364</u>	<u>\$ 203,691,504</u>	<u>\$ 156,402,860</u>	<u>\$ 141,658,688</u>	<u>\$ 298,061,548</u>	<u>\$ 235,934,434</u>	<u>\$ -</u>	<u>\$ 54,402,858</u>	<u>\$ 7,724,257</u>

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Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

DATE: May 21, 2020

TO: Alameda County Transportation Commission

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

SUBJECT: Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment

Recommendation

It is recommended that the Commission approve the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) request (Attachment A) for an amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP) to: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated \$400 million Measure BB funding; 3) add Valley Link in Alameda County project with \$400 million in Measure BB funding; and 4) make associated technical amendments. Approval of this item will initiate a 45-day comment period by jurisdictions in Alameda County on the proposed amendment, which would then return to the Committee and Commission for final action. This is an action item and requires 2/3 approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

Summary

The 2014 Measure BB TEP included \$400 million for BART to Livermore. Since that time, a significant number of developments have occurred on the project and in the project area, as detailed in the Project Background section of this memo. The TVSJVRRA was created in 2017 by Assembly Bill 758 for the purposes of planning, developing and delivering cost-effective and responsive transit connectivity between BART and commuter rail service in the Tri-Valley and San Joaquin County that reflects regional consensus and meets the goals and objectives of the San Joaquin Valley and Tri-Valley communities.

In 2017, BART released the Draft Environmental Impact Report for BART to Livermore. In May 2018 the BART Board voted to certify the Final EIR. The Board also passed a motion directing the General Manager to not advance an alternative, effectively passing over to the TVSJVRRA the ability to plan for a connection to the Dublin/Pleasanton BART Station in July 2018. The TVSJVRRA then assumed the lead role for the project, now known as Valley Link.

The TVSJRRRA has requested Alameda CTC to amend the TEP to add Valley Link and move the \$400 million from the BART to Livermore TEP project to Valley Link. The TEP amendment process, as detailed later in this memo, requires a 45-day comment period by jurisdictions in Alameda County. This recommended action would authorize the initiation of the 45-day comment period. Staff will then return to PPLC and the Commission after the completion of the comment period for final action on the proposed TEP amendment. Once a final amendment is recommended to the Commission after the comment period, a 2/3 vote by the Commission is needed per the TEP Implementing Guidelines.

The proposed amendment includes the following elements, which are documented in Attachments B and C:

- 1) Acknowledgement of the TVSJRRRA as a new agency in Alameda County that is an eligible recipient of Measure BB funds (Attachment B, Plan Amendment Resolution).
- 2) Removal of the BART to Livermore Project: The amendment would remove reference to the BART to Livermore project, which was a named capital project in the BART Expansion and Maintenance program of the TEP and the associated \$400 million.
- 3) Addition of the Valley Link project: The amendment would add the Valley Link project as a new named capital project under the Commuter Rail Improvements program of the TEP and would include \$400 million in Measure BB funding.
- 4) Technical Adjustments: The amendment would make minor technical adjustments, such as updating maps and tables, to reflect the changes noted above (as shown in Attachment C, TEP Redline Markups).

Project Background

A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years, there have been efforts by many residents, local elected officials, and other stakeholders to extend the BART alignment to Livermore, including planning, funding and project development efforts.

Regional and State Rail Planning

In 2007, the San Francisco Bay Area Regional Rail Plan developed by the Metropolitan Transportation Commission (MTC) identified the BART to Livermore extension as an important inter-regional rail connection. The Regional Rail Plan envisioned that BART should connect to the ACE train service in Livermore in order to provide a reliable and fast transit option for the growing congestion over the Altamont Pass and along the I-580 corridor. The importance of rail service between the Tri-Valley and San Joaquin Valley was reiterated in the 2018 California State Rail Plan, which calls for a Tri-Valley rail hub and increased rail frequencies and connectivity over the Altamont Corridor.

BART to Livermore Project

By the 1980s, the extension of BART further east in the Tri-Valley was already under serious consideration. In the mid-1980s, BART purchased a potential site for a future station near the Isabel Avenue and Interstate 580 interchange and a site in the vicinity of Greenville Road and Interstate 580 for purposes of preserving land for a potential station and yard/maintenance facility. In 1997, the Dublin/Pleasanton line was opened, with a West Dublin station added in 2011.

Numerous local and regional transportation measures have included support for BART to Livermore, starting with the 1986 Alameda County Measure B, which included \$170 million for a "Rail extension to Dublin Canyon". The 2000 TEP included funding of \$8.7 million for "I-580 Corridor/BART to Livermore Studies". Measure BB included \$400 million in the 2014 TEP for "BART to Livermore". The project also received Regional Measure 1 bridge toll funding to advance planning and environmental work. In June 2018, Bay Area voters approved Regional Measure 3, which includes \$100 million for "Tri-Valley Transit Access Improvements."

In 2010, after two years of analysis, BART completed a Program Environmental Impact Report (EIR) that evaluated the feasibility of five potential station sites and 10 different alignments for the BART to Livermore extension. In 2012, the BART Board of Directors directed its staff to advance the conceptual engineering and environmental review of a one-station extension to Isabel Avenue (Proposed Project), as well as to coordinate with the City of Livermore on the land use planning around the future station site.

In 2014, Alameda County voters approved Measure BB to fund the 2014 TEP, which includes \$400 million in dedicated funding for the BART to Livermore extension. Measure BB commits funds to support construction of the extension of BART in the I-580 corridor using the most effective and efficient technology.

On July 31, 2017, BART released the Draft Project EIR evaluating the Proposed Project and alternatives. In May 2018, BART released the Final Project EIR. The BART Board certified the Final Project EIR on May 24, 2018 and directed staff to not advance a specific project.

As major transportation project planning and analysis was underway, cities also advanced land use planning around future rail service. The City of Livermore prepared the Isabel Neighborhood Plan and program-level EIR for development around a new station. The Livermore City Council adopted the Isabel Neighborhood Plan and certified the EIR for the Plan in May 2018.

ACEforward Program

The San Joaquin Regional Rail Commission (SJRRC) ACEforward program outlined a vision for a phased rail infrastructure and service improvement plan to increase frequency, increase service reliability, and enhance passenger facilities along the existing ACE service corridor from San Jose to Stockton, and to extend ACE service to Modesto and Merced. The (SJRRC) released a Draft EIR in May of 2017 that was later rescinded; however, the technical

documents developed by the SJRRC for the ACEforward Draft EIR were made available to the TVSJVRRRA for advancement of the Valley Link Project Feasibility Report and Draft EIR.

Creation of TVSJVRRRA

In 2017 Assemblymembers Catharine Baker and Susan Eggman authored AB 758, which created the TVSJVRRRA. The TVSJVRRRA is led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal established for the TVSJVRRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system that reflects regional consensus and meet the goals and objectives of the San Joaquin Valley and Tri-Valley communities, consistent with a feasibility report.

AB 758 specifically stated that the TVSJVRRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRRA assumed responsibility to advance the project per AB 758. The TVSJVRRRA adopted several goals and policies to guide the development of the project.

A key requirement of AB 758 was that the TVSJVRRRA Board approve a Feasibility Report for the project. The [Final Feasibility Report](#) was approved in October 2019. The TVSJVRRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

TVSJVRRRA Adopted Project Goals:

The following goals were adopted by the TVSJVRRRA to address identified regional and economic and transportation challenges:

- Improve connectivity within the Bay Area Megaregion: connecting housing, people and jobs.
- Establish rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service.
- Pursue project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Be a model of sustainability in the design, construction, and operation of the system.
- Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

Valley Link Project Development Policies

The TVSJVRRRA adopted several policies to guide the development framework of the project, including the following sustainability and transit-oriented development policies:

- Sustainability Policy: Identifies implementing strategies to achieve a zero emissions system. The adopted Sustainability Policy includes a commitment to encourage engagement in planning and decision-making for the project to ensure a meaningful level of participation from disadvantaged communities and low-income communities and households. It further directs maximizing benefits to these communities and households in the project planning and design of Valley Link. Four of the proposed stations in San Joaquin County are within disadvantaged community geographic areas and/or designated as low-income communities.
- Transit Oriented Development (TOD) Policy: Support the regional goals of both San Joaquin County and the Bay Area to support the advancement of transit-oriented development (TOD) in Valley Link station areas. The policy mirrors the TOD guidelines outlined in MTC Resolution 3434 TOD guidelines and identifies key policy objectives and strategies to:
 - Develop and implement station area plans that meet or exceed a corridor-level threshold of 2,200 housing units within a half mile radius of stations.
 - Develop station area plans that, at a minimum, define the land use plan for the area, zoning, design standards, parking policies and station access plans.

The intent of these policies is to develop strategies to create vibrant and livable station area communities within the proposed station environs. The advancement of transit-oriented development adjacent to stations aims to further reduce Vehicle Miles Traveled (VMT) and greenhouse gas emissions (GHG) for the project. Station area plans are currently under development at the Isabel, Downtown Tracy and River Islands stations. The Dublin/Pleasanton and Isabel Stations are in established MTC Priority Development Areas (PDA) and an application for a Southfront Station PDA was recently submitted by the City of Livermore to MTC/ABAG as a new PDA.

Valley Link Project Description

Valley Link is a proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail services between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail.

Attachment D includes a summary fact sheet and diagram of the proposed project.

The project costs included in the Final Feasibility Report range from a low year of expenditure cost of \$2.4 billion to a high year of expenditure cost of \$3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021 respectively.

To date, a total of \$628 million is identified by the TVSJVRRRA as available for the project: \$400 million in Measure BB funds (per a 2014 TEP amendment), \$188 million in Bridge Toll funds (including \$100 million in Regional Measure 3 funds) and \$40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other revenue measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

Other Agency Actions

Given the project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRRA established an Executive Steering Committee (ESC) comprised of MTC, the San Joaquin Council of Governments (SJCOG), SJRRC, BART, Alameda CTC and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project:

- MTC: In September 2018, MTC allocated \$10.12 million to the TVSJVRRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the \$95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Resolution Number 3434. In March 2020, MTC approved an additional allocation of \$3 million in AB1171 Bridge Toll funds to the TVSJVRRRA for the environmental phase and updates to the preliminary engineering plans.
- SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of \$163.9 million for the project in the plan from future measures and state funds.
- BART: BART has committed staff to directly lead the early development of the project due to its expertise in developing and delivering similar projects, such as the e-BART extension to Antioch.
- Alameda CTC, the SJRRC and Caltrans have provided technical reviews of preliminary design plans and documents. In addition, the TVSJRRRA is in discussion with the City of Tracy regarding donation of a key 200-acre parcel under City of Tracy ownership to the project to be used for an operations and maintenance facility. The property has an estimated value of \$20 million and is currently being appraised.

Project Considerations

The project construction will have significant impacts on the I-580 Express Lanes, with major impacts anticipated during construction. The TVSJVRRRA staff have been working with Alameda CTC, as well as Caltrans, to identify design and construction considerations. Alameda CTC staff have held several workshops with the project design team to evaluate the preliminary design plans and will continue to be engaged through the ESC and technical groups to provide policy and technical feedback during design development to ensure minimal impacts to the I-580 Express Lanes. Alameda CTC will continue to work closely with the TVSJVRRRA as the project design advances, and will also conduct financial analysis to understand potential impacts to toll revenues during construction to ensure revenue losses are addressed.

Proposed Amendments

The amendment that has been requested to be made to the 2014 TEP includes two elements as follows:

- Amend to include the new entity of the TVSJVRRRA
- Amend to include the Valley Link Project for \$400 million

Existing TEP Language to be Amended

The following is the current language in the 2014 TEP (page 18 of 2014 TEP):

BART Extension and System improvements (\$710 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as provide local funding for a proposed BART extension in the eastern part of the county.

BART to Livermore (\$400 M)

This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Proposed Changes Throughout the TEP

The 2014 TEP has many references to BART to Livermore or a BART extension and requires changes to several pages in the 2014 TEP. The proposed changes include moving the project from page 18 from the BART section of the TEP to page 20 under the section

“Major Transit Corridor and Commuter Rail Improvements”, remove references to BART as the agency leading the rail extension, change references from the BART to Livermore project to Valley Link on pages 2, 3, 14, 18, 19 (map) and add Valley Link to the map on page 21 (see Attachment C).

Specific Changes to Project Description

This following description will be included on page 20 of the 2014 TEP under Major Transit Corridor and Commuter Rail Improvements as shown on Attachment C.

Valley Link Rail in Alameda County (\$400 M)

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Implementing Guidelines Related to this TEP Amendment

Once the 2014 TEP amendments are complete, all the implementing guidelines will be applicable to the project and project sponsor similar to all other TEP projects. Specifically, for this TEP amendment, the following guidelines describe requirements for the amendment as well as the new project sponsor.

4. Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.

8. Strict Project Deadlines: To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions.

Note: any new amendment that adds a project must comply with this provision and the start date of the seven years will be from the date of the adopted amendment.

11. Commitments from Fund Recipients: All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds and includes local hiring

requirements. Funding agreements will include performance and accountability measures. All funds will be allocated through open and transparent public processes. In addition, fund recipients will be required to have an annual audit conducted by an independent CPA to ensure that funds are managed and spent according to the requirements of this Plan.

14. No Expenditures Outside of Alameda County: Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.

18. New Agencies: New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

Planning, Policy and Legislation Committee (PPLC)

At the May PPLC meeting, Alameda CTC staff provided the Committee an overview of the amendment process and schedule, and Michael Tree, Executive Director of the TVSJVRRRA gave an overview of the project. Discussion focused on questions related to the timing of the need for the amendment and clarification on the action the Commission would be voting on in May. A number of comment letters were received and summarized verbally for the Committee by the Clerk and emailed to the Committee members as received. The set of public comment letters received for the PPLC meeting is included here as Attachment E. Comment letters sent by Commissioners in their capacity as local government officials are not included but may be expressed verbally by Commissioner at the full Commission meeting. PPLC voted unanimously to advance the item to the full Commission.

Next Steps

Upon Commission approval to initiate the TEP amendment process, a 45-day comment period for jurisdictions in Alameda County will commence. Staff will return to the Commission to report on the comments received and to recommend final action by the Commission later this year.

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

Attachments:

- A. Letter from TVSJVRRRA Requesting TEP Amendment
- B. Draft Resolution for 2014 TEP Amendment
- C. Proposed 2014 Measure BB Expenditure Plan Redline Markups and Technical Amendments
- D. Valley Link Project Fact Sheet
- E. Comment letters received

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BOARD OF DIRECTORS

May 4, 2020

Scott Haggerty (Chair)

Supervisor, County of Alameda

Veronica Vargas (Vice Chair)

Councilmember, City of Tracy

Boardmember Paul Akinjo

Councilmember, City of Lathrop

Boardmember Benjamin Cantu

Mayor, City of Manteca

Boardmember Bob Elliott

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Councilmember, City of Dublin

Boardmember Sol Jobrack

Councilmember, City of Stockton

Boardmember John Marchand

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Boardmember John McPartland

Director, BART

Boardmember Philip G. O’Loane

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Boardmember Karen Stepper

Mayor, Town of Danville

Boardmember Kathy Narum

Vice Mayor, City of Pleasanton

Boardmember Bernice Tingle

President, Mountain House

Boardmember Bob Woerner

LAVTA Boardmember

Boardmember Leo Zuber

Vice Chair, ACE

Michael Tree

Executive Director

Mayor Pauline Cutter, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, Ca 94607

Dear Chair Cutter,

This letter is intended to supersede the information in the letter written to Chair Valle on September 11, 2019 (attached) as it relates to the language to be amended in the 2014 Transportation Expenditure Plan currently found on page 18. Please use the following language for the amendment:

Valley Link Rail in Alameda County (\$400 M)

This project funds the first phase of a Valley Link Rail Extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Thank you,

Alameda County Supervisor Scott Haggerty, Chair

cc: Ms. Tess Lengyel, Executive Director, Alameda CTC



BOARD OF DIRECTORS

September 11, 2019

- Scott Haggerty (Chair)**
Supervisor, County of Alameda
- Veronica Vargas (Vice Chair)**
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Councilmember, City of Lathrop
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Director, BART
- Boardmember Debby Moorhead**
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LAVTA Boardmember
- Boardmember Leo Zuber**
Commissioner, ACE
- Michael Tree**
Executive Director

Supervisor Richard Valle, Chair
Alameda County Transportation Commission
111 Broadway, Suite 800
Oakland, CA 94607

Dear Chair Valle,

In May of 2018 the BART Board decided not to extend conventional BART to Livermore in favor of deferring the development of a rail extension project to the newly established Tri-Valley – San Joaquin Valley Regional Rail Authority (“Authority”).

In the statute that created the Authority, AB 758 (Eggman/Baker), the Legislature addressed the transfer of local funds to the Authority for the Valley Link project in Section 132658:

“the unencumbered balance of all local funds programmed for the completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall be transferred to the authority and be considered resources available to effectuate the authority’s purposes pursuant to this chapter, except that local funds controlled by the Alameda County Transportation Commission to be used for completion of the BART Livermore extension or that have otherwise been identified for the connectivity shall continue to be programmed and allocated by the Alameda County Transportation Commission pursuant to measures approved by the voters of Alameda County pursuant to Division 19 (commencing with Section 1800000).”

Over the past 18 months, the Authority has been actively engaged in the planning of Valley Link, a passenger rail project that connects with the Dublin/Pleasanton BART station and travels eastward to Livermore and beyond to communities in the Northern San Joaquin Valley. A key element of the Valley Link Funding Plan for the Dublin/Pleasanton connection with BART and rail construction to Livermore is the \$400 million in Measure BB that is currently listed in the Alameda County 2014 Transportation Expenditure Plan (“Plan”) for the BART to Livermore project. Per the requirements of the Plan, The Tri-Valley – San Joaquin Valley Regional Rail Authority requests the following amendments:

1. The Tri-Valley – San Joaquin Valley Regional Rail Authority, established by AB 758, be included as an eligible recipient of funds.
2. That the following, specific language be amended:

Move and amend the following language from Page 18 of the Plan to Page 20:





BOARD OF DIRECTORS

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Supervisor, County of Alameda

Veronica Vargas (Vice Chair)

Councilmember, City of Tracy

Boardmember Paul Akinjo

Councilmember, City of Lathrop

Boardmember Bob Elliott

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Boardmember Sol Jobrack

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Director, Mountain House

Boardmember Bob Woerner

LAVTA Boardmember

Boardmember Leo Zuber

Commissioner, ACE

Michael Tree

Executive Director

BART to Livermore Valley Link to Livermore (\$400 M)

The project funds Valley Link the first phase of a BART to extension within the I-580 Corridor freeway alignment from the Dublin/Pleasanton BART station to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction of or any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

In accordance with the Alameda County 2014 Transportation Expenditure Plan Implementing Guidelines, the Tri-Valley – San Joaquin Valley Regional Rail Authority understands and can fully comply with the requirements of recipients of Measure BB funds, including, but not limited to, annual audits and compliance reporting, the establishment of separate accounting funds for Measure BB funds, independent Watchdog reviews, performance measures, environmental clearance timelines, timely use of funds, contracting requirements, public reviews and approvals.

Thank you for your consideration,

Alameda County Supervisor Scott Haggerty, Chair

cc: Mr. Art Dao, Executive Director, Alameda CTC



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City of San Leandro

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Executive Director
Tess Lengyel

Draft
ALAMEDA COUNTY TRANSPORTATION COMMISSION
Resolution No. 20-007

Resolution of the Alameda County Transportation Commission
Amending the 2014 Transportation Expenditure Plan to Delete the
BART to Livermore Project and add the Valley Link Project

WHEREAS, by action of the governing body ("Commission") of Alameda County Transportation Commission ("Alameda CTC") at a regular Commission meeting on January 23, 2014, Alameda CTC approved the 2014 Transportation Expenditure Plan ("2014 TEP"), and in November 2014, the voters of Alameda County approved Measure BB, a sales tax measure intended to provide funding for the 2014 TEP.

WHEREAS, the 2014 TEP allocated \$400 million to a project identified as "BART to Livermore," constituting the first phase of a San Francisco Bay Area Rapid Transit District ("BART") extension within the I-580 Corridor to serve residents and businesses in that Corridor.

WHEREAS, on May 24, 2018, the BART Board certified the Final Environmental Impact Report for the BART to Livermore project, but declined to approve the project as proposed nor any alternative for the project.

WHEREAS, Assembly Bill (AB) 758, as adopted by the State legislature and signed by the Governor, created the Tri Valley San Joaquin Valley Regional Rail Authority ("TVSJVRRA"), an entity led by a 15-member governing Board comprised of representatives from the counties of Alameda and San Joaquin; the cities of Dublin, Livermore, Pleasanton, Danville, San Ramon, Tracy, Lathrop, Stockton, and Manteca; Mountain House Community Services District; the Livermore Amador Valley Transit Authority (LAVTA), BART, and the San Joaquin Regional Rail Commission (SJRRC). The goal of TVSJVRRA is to deliver a cost-effective connection from the San Joaquin Valley to the BART system and the ACE system in the Tri-Valley, to address regional economic and transportation challenges.

WHEREAS, AB 758 specifically stated that the TVSJVRRA would only assume planning, development and delivery of a rail extension should the BART Board fail to adopt a preferred alternative for a BART extension by June 30, 2018. When the BART Board voted to not advance the BART to Livermore project, the TVSJVRRA assumed responsibility to advance a rail extension in the Corridor, now identified as "Valley Link."

WHEREAS, a key requirement of AB 758 was that the TVSJVRRRA Board approve a Feasibility Report for the project. The Final Feasibility Report was approved in October 2019. The TVSJVRRRA has continued to work to advance the project, initiating the environmental impact analysis and preliminary design engineering work.

WHEREAS, the Valley Link project costs included in the Final Feasibility Report range from a low year of expenditure cost of \$2.4 billion to a high year of expenditure cost of \$3.2 billion. The project is currently in the EIR process, and will begin both the Caltrans project development process and NEPA environmental clearance process in 2020 and 2021.

To date, a total of \$628 million is identified by the TVSJVRRRA as available for the project: \$400 million in Measure BB funds (subject to approval of this amendment to the 2014 TEP by the Commission), \$188 million in Bridge Toll funds (including \$100 million in Regional Measure 3 funds) and \$40 million in impact fees from the City of Livermore. The project is expected to compete for regional, state and federal funds to close the funding need. Other measures in the Bay Area and San Joaquin County, if passed by voters, could be additional revenue sources for the project.

WHEREAS, given that the Valley Link project traverses two counties, two Metropolitan Planning Organization regions, and affects an interstate system, Express Lanes system, and existing rail system and service providers, the TVSJVRRRA established an Executive Steering Committee (ESC) comprised of MTC, San Joaquin Council of Governments (SJCOG), San Joaquin Regional Rail Commission (SJRRC), BART, Alameda CTC, and Caltrans to provide input on the development of the feasibility report and project development. Alameda CTC's executive director participates in these meetings. Several of these agencies have taken actions to support development of the project, as outlined below:

MTC: In September 2018, MTC allocated \$10.12 million to the TVSJVRRRA for CEQA documentation and preliminary engineering on the Valley Link rail project, from the \$95 million in AB1171 Bridge Tolls committed to Tri-Valley Transit Access Improvements through MTC Res. No. 3434. In March 2020, MTC approved an additional allocation of \$3 million in AB1171 Bridge Toll funds to the TVSJVRRRA for the environmental phase and updates to the preliminary engineering plans.

SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of \$163.9 million for the project in the plan from future measures and state funds.

WHEREAS, the 2014 TEP and Public Utilities Code Section 180207 together provide that the 2014 Plan may be modified if an amendment is approved by a two-thirds vote of the Commission.

NOW THEREFORE, BE IT RESOLVED that the 2014 Transportation Expenditure Plan is amended to delete the BART to Livermore Project and all references to that Project;

BE IT FURTHER RESOLVED that the Tri Valley San Joaquin Valley Regional Rail Authority be recognized as an eligible agency for recipient of funds in the 2014 TEP;

BE IT FURTHER RESOLVED that the Valley Link Rail Project in Alameda County with an allocation of \$400 Million is placed in the 2014 TEP, described as follows:

This project funds the first phase of a Valley Link rail project from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

BE IT FURTHER RESOLVED that the 2014 TEP be amended to include the following specific description of the Valley Link Project:

A proposed new rail service between Alameda and San Joaquin Counties that will provide passenger rail service between the existing Dublin/Pleasanton BART Station and the City of Stockton. The proposed project includes seven stations on a 42-mile alignment that is expected to run along the existing I-580 corridor (11.5 miles), through the Altamont Pass using the Alameda County-owned former Southern Pacific Railroad corridor (12.5 miles) and on existing UPRR rail corridor (17.5 miles) into San Joaquin County. Design work is currently underway as part of the EIR process and will examine detailed project right-of-way needs and potential impacts in more detail. The project is generally shown on the diagram below:

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, May 28, 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

INTRODUCTION

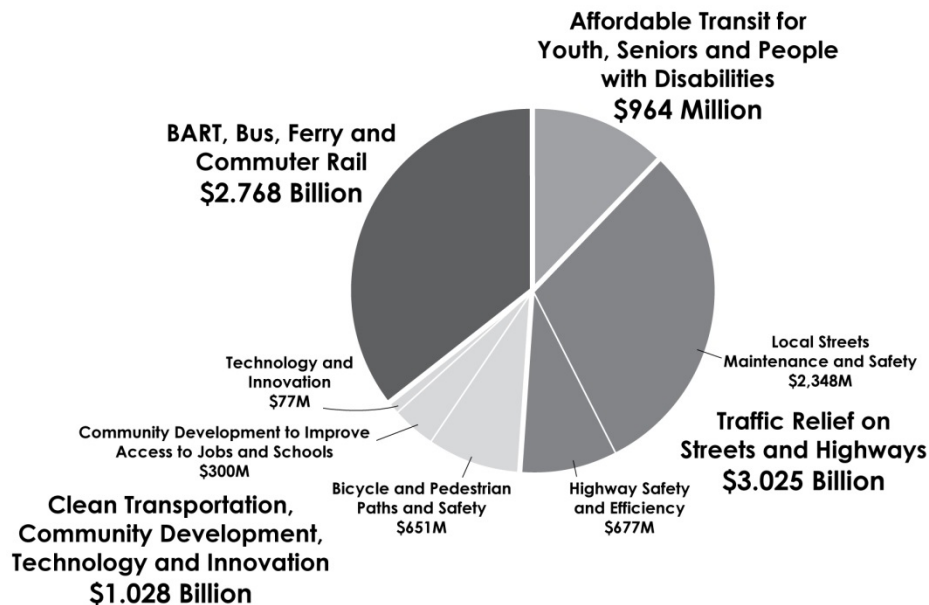
Summary of Investments	FUNDS ALLOCATION* (\$ x million)
BART, Bus, Ferry and Commuter Rail for Reliable, Safe and Fast Services	\$1,587
BART Expansion and Maintenance	\$349 \$749
Bus Operations, Maintenance and Rapid Bus Projects	\$1,548
Commuter Rail Improvements	\$832 \$432
Ferry Services in Alameda County	\$39
Affordable Transit for Youth, Seniors and People with Disabilities	\$964
Affordable Youth Transit to School and Transit Innovation	\$190
Affordable Transit for Seniors and People with Disabilities	\$774
Traffic Relief on Streets and Highways	\$3,025
City and County Streets*	\$2,348
Highway Safety and Efficiency	\$677
Clean Transportation, Community Development, Technology and Innovation	\$1,028
Bicycle and Pedestrian Paths and Safety Projects and Educational Programs*	\$651
Community Development Projects to Improve Access to Jobs and Schools	\$300
Technology and Innovation	\$77
TOTAL INVESTMENTS (YEAR 2015 TO 2045) **	\$7,785

Notes:

*15% of city and county streets funding will support bicycle and pedestrian paths and safety improvements on local streets.


**Estimated funds from 2015 to 2045 are anticipated to be almost \$8 billion.

\$7,785 in Total Investments Year 2015 to 2045



See Table 1 for a detailed list of transportation investments.

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount (\$ x millions)	% of Total Funds
 <p>BART, Bus, Senior, and Youth Transit (48%)</p>	Transit: Operations, Maintenance, and Safety Program	AC Transit	\$1,455.15	18.8%
		Altamont Commuter Express	\$77.40	1.0%
		BART Maintenance	\$38.70	0.5%
		San Francisco Bay Area Water Emergency Transportation Authority	\$38.70	0.5%
		Livermore Amador Valley Transit Authority	\$38.70	0.5%
		Union City Transit	\$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	\$174.63	2.24%
	Affordable Transit Program for Students and Youth	Affordable Student Transit Pass Program	\$15.00	0.19%
		Subtotal	\$1,857.63	24%
	Affordable Transit for Seniors and People with Disabilities	City-based and Locally Mandated	\$232.20	3.0%
		East Bay Paratransit - AC Transit	\$348.31	4.5%
		East Bay Paratransit - BART	\$116.10	1.5%
		Coordination and Service Grants	\$77.40	1.0%
		Subtotal	\$774.01	10%
	Rapid Bus Projects	Telegraph Avenue/East 14th/ International Boulevard project	\$10.0	14%
		Alameda to Fruitvale BART Rapid Bus	\$9.0	
		Grand/MacArthur BRT	\$6.0	
		College/Broadway Corridor Transit Priority	\$10.0	
		Subtotal	\$35.0	
	BART System Modernization and Expansion	Irvington BART Station	\$120.0	14%
		Bay Fair Connector/BART METRO	\$100.0	
		BART Station Modernization and Capacity Program	\$90.0	
		BART to Livermore	\$400.0	
		Subtotal	\$710.0\$310.0	
	Major Transit Corridor Enhancements and Rail Connections	Dumbarton Corridor Area Transportation Improvements	\$120.0	14%
		Union City Intermodal Station	\$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	\$110.0	
Oakland Broadway Corridor Transit		\$10.0		
Capitol Corridor Service Expansion		\$40.0		
Valley Link		\$400.0		
Subtotal		\$355.0\$755.0		
TOTAL		\$3,731.64	48%	

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by Alameda CTC every two years and will include geographic equity provisions.

BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.

All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

BART, BUS, SENIOR AND YOUTH TRANSIT



A total of 48% of net revenue will be dedicated to BART, bus, commuter rail, and senior and youth transit investments.

Funds for operations and maintenance will be provided to transit operators in the

county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority (LAVTA)) as well as to ferries and the Altamont Commuter Express (ACE) rail service. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and people with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support affordable transportation access to schools. Major capital investments include upgrades to the existing [BART-rail](#) system and BART extensions, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements serving the Dumbarton Corridor Area.

TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (24% OF NET REVENUE, \$1,857 M)

This program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

This funding will support the following:

Transit Operations and Maintenance Program (21.55% of net revenue, estimated at \$1.668 M)

Funds are disbursed to AC Transit, BART, ACE, the Water Emergency Transportation Authority (WETA), LAVTA and Union City Transit. The relative percentage of net revenue being allocated to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2015-2045 (est.) \$Millions
AC Transit	18.8%	\$1,455
ACE	1.0%	\$77
BART Maintenance	0.5%	\$39
WETA (ferries)	0.5%	\$39
LAVTA (WHEELS)	0.5%	\$39
Union City Transit	0.25%	\$19
Total Transit Operations	21.55%	\$1,668

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.

Innovative Grant Program including successful student transportation programs (2.24% of net revenue, estimated at \$175 M)

These grant funds, administered by Alameda CTC, will be used for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this category.

Funds will be periodically distributed by Alameda CTC for projects and programs with proven abilities to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding) and increase youth access to school
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience
- Enhance rider safety and security

BART, BUS, SENIOR AND YOUTH TRANSIT

BART ~~STATION EXTENSION~~ AND SYSTEM IMPROVEMENTS (\$3710 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, ~~as well as provide local funding for a proposed BART extension in the eastern part of the county.~~

~~BART to Livermore (\$400 M)~~

~~This project funds the first phase of a BART Extension within the I 580 Corridor freeway alignment to the vicinity of the I 580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.~~

BART Station Upgrades and System Improvements (\$310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this Plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.

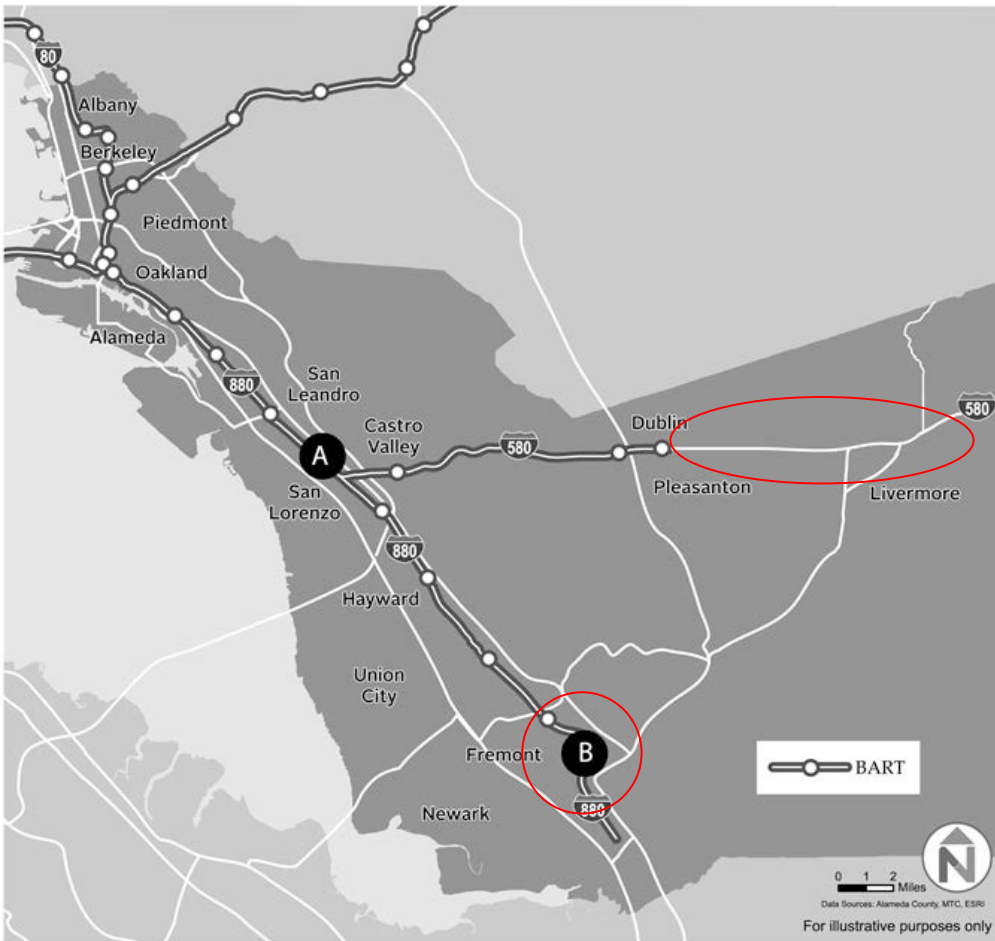


- **The Bay Fair Connector/BART METRO project will receive \$100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the

southern part of the county and beyond as Santa Clara County builds its own BART extension.

- **The BART Station Modernization and Capacity Program will receive \$90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation and wayfinding, air conditioning, lighting and ambient environment, station reliability upgrades, and other station equipment replacement/upgrades.
- **The Irvington BART Station will receive \$120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.

BART INVESTMENTS



Commented [ACTC1]: Bottom circle: The new "B" is Irvington BART Station, and below that removal of "C"

Commented [ACTC2]: Top circle: Removal of the original "B - BART Extension to Livermore (within the I-580 corridor)"

Commented [ACTC3]: Middle circle: Change the original "C - Irvington BART Station" to a new "B"

A Bay Fair Connector / BART METRO

B Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Affordable Transit for Seniors and People with Disabilities

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS (\$355-755 M)

Investments include maintenance and service enhancements on existing rail lines and the development of transportation investments serving the Dumbarton Corridor Area. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

Dumbarton Corridor Area Transportation Improvements (\$120 M)

Dumbarton Corridor Area Transportation Improvement projects will support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula. The projects will also support transit oriented development and priority development areas, and improve local streets and bicycle and pedestrian infrastructure within the cities of Fremont, Newark and Union City.

Union City Intermodal Station (\$75 M)

This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.



Capitol Corridor Service Expansion (\$40 M)

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase daily round trips, matching frequencies between Sacramento and Oakland.

Railroad Corridor Right of Way Preservation and Track Improvements (\$110 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for regional rail as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

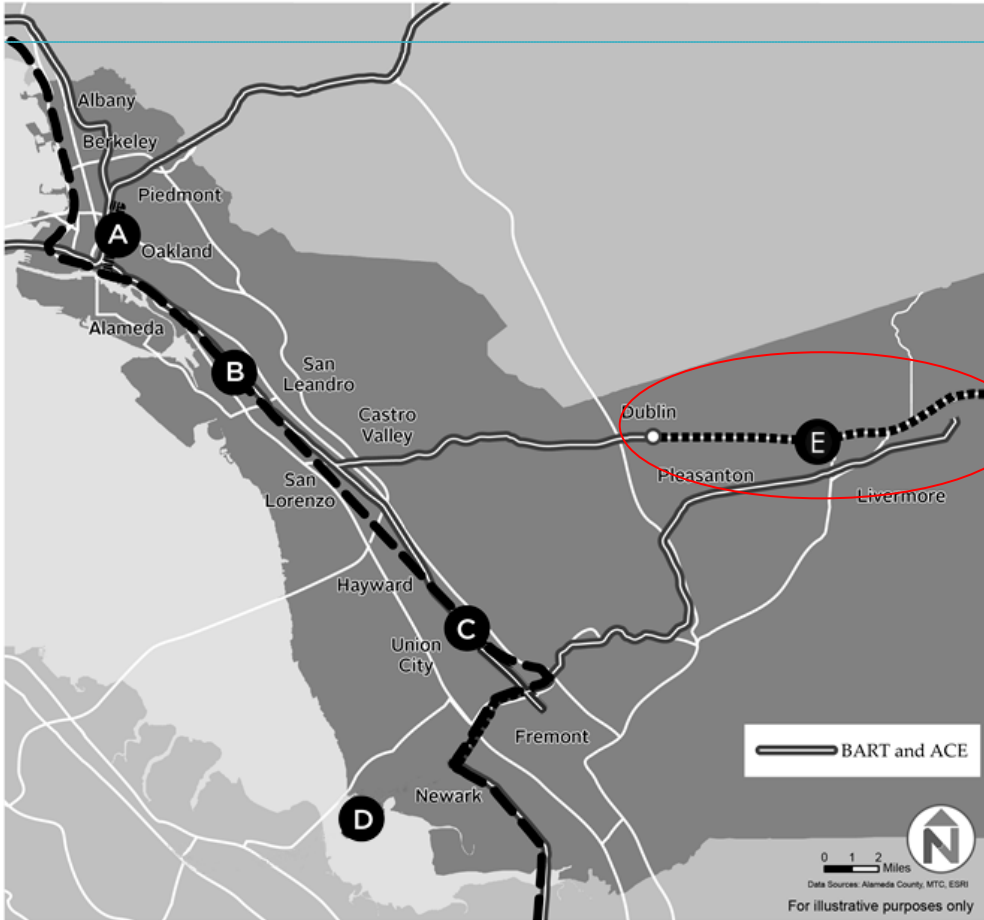
Oakland Broadway Corridor Transit (\$10 M)

This project will link neighborhoods to transit stations along Broadway, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.

Valley Link Rail in Alameda County (\$400 M)

This project funds the first phase of a Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology. Funds are for construction for any element of this first phase project in Alameda County and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an alternatives assessment of fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS



Commented [ACTC4]: Both circles: Addition of "E - Valley Link Rail" on the map and in the legend

- A** Broadway Corridor Transit
- B** Capitol Corridor Service Expansion
- C** Union City Intermodal Station
- D** Dumbarton Corridor Area Transportation Improvements
- E** Valley Link Rail

Not Shown:
- Railroad Corridor Right of Way Preservation and Track Improvements

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Fact Sheet

Project Overview

Connecting San Joaquin Valley to the Bay Area.

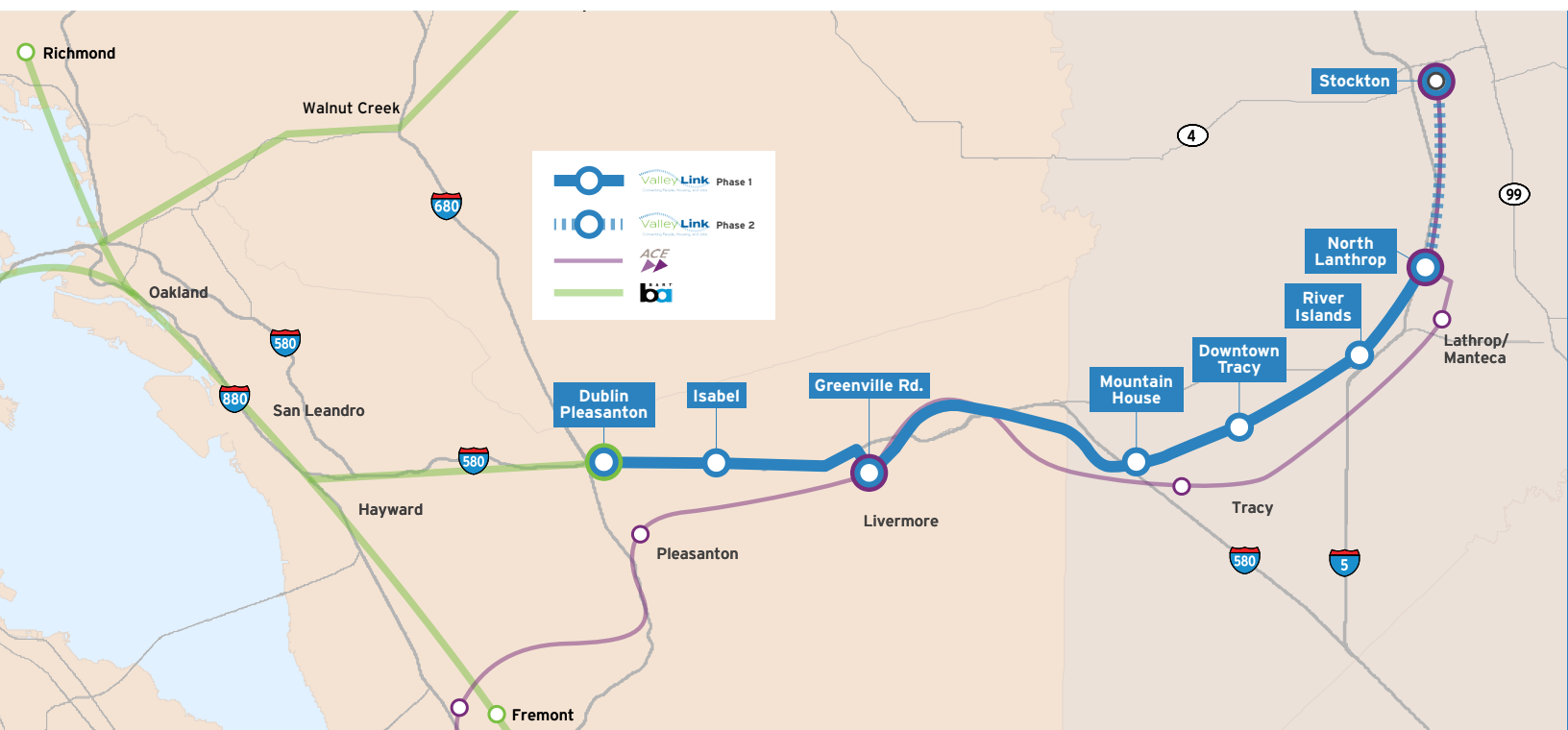
Valley Link will offer a reliable and efficient commute alternative, providing San Joaquin Valley and eastern Alameda County residents with a direct connection to BART and ACE.

A Seamless Connection to BART. The first phase of service will provide a seamless and timed connection to BART, with service from North Lathrop to the Dublin/Pleasanton BART station.

Frequent and Reliable Service. Trains will run throughout the day in both directions with the goal of matching BART frequency and hours of operation.
















Initial Service Characteristics

	PEAK	OFF-PEAK
Between Dublin/Pleasanton and Greenville	12 min (meeting every BART train)	30 min (meeting every other BART train)
Beyond Greenville	24 min (meeting every other BART train)	60 min (meeting every 4th BART train)





By the Numbers

-  **9,3500 Bay Area workers** - commuting from San Joaquin Valley today
-  **42 Miles** - using existing transportation corridors
-  **7 Stations** – Dublin/Pleasanton, Isabel, Mountain House, Tracy, River Islands, North Lathrop
-  **78 Minutes** - current average commute each way
-  **28 days** – total commute time per year for average commuter
-  **75% increase** - commute traffic on I-580 by 2040
-  **58% increase** – truck traffic on I-580 by 2040
-  **25 daily round-trips** - by Valley Link trains each day in 2040
-  **28,000 riders** – estimated in 2040 for Valley Link per day
-  **99.4 Million** – reduction in Vehicle Miles Traveled (VMT) per year in 2040
-  **33,000 metric tons** – reduction in greenhouse gas emissions (GHG) per year
-  **0 Emissions** – battery-electric and hydrogen vehicle technologies under development
-  **\$2.4 Billion** - cost of Valley Link Phase 1 from Dublin/Pleasanton BART to North Lathrop, in year of expenditure
-  **\$628 million** - identified as available for the project:
 - \$400 million** - Measure BB funds
 - \$188 million** - Bridge Toll funds
 - \$40 million** - impact fees from the City of Livermore
-  **2027** – target date for Valley Link revenue service

Project Benefits

Valley Link aims to be a model of sustainability in the design, construction and operation of the system. It is vital to our state’s economy, environment and the quality of life in our communities:



- Serves communities and households in the Northern San Joaquin Valley with some of our state’s highest poverty rates;
- Promotes equity by maximizing benefits to disadvantaged communities



- Links the Northern California Megaregion’s workforce to affordable housing;
- Readily connects our state’s future high-speed rail system to BART;



- Provides direct and seamless service to major employment centers in all parts of the Bay Area;



- Provides opportunities for compact transit-oriented development; and
- Will have a significant impact on the reduction of VMT and greenhouse gas emissions.
- Operates on renewable energy

Sources:

Bay Area Economic Institute Valley Link Project Feasibility Report (October 2019)
 San Joaquin County Council of Governments



Building and Construction Trades Council of Alameda County, AFL-CIO

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Carpenters, #2236

Carpet & Linoleum, #12

Cement Masons, #300

Electrical Workers, #595

Elevator Constructors #8

Glaziers #169

Insulators & Asbestos Workers, #16

Iron Workers, #378

Laborers, #67

Laborers, #304

Lathers, #68L

Millwrights, #102

Operating Engineers, #3

Painters, #3

Pile Drivers, #34

Plasterers, #66

Plumbers & Steamfitters, #342

Roofers, #81

Sheet Metal Workers, #104

Sign & Display, #510

Sprinkler Fitters, #483

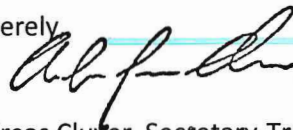
Teamsters, #853

U.A., Utilities / Landscape, #355

The Alameda County Building and Construction Trades Council Supports the Staff Recommendation, under item 5.1 (Valley Link) for the following reasons:

- A BART extension to Livermore has been a longstanding project, dating back in concept to the 1960s when the BART system was originally envisioned. Over the years there have been efforts by many resident, local elected officials, and other stakeholders to extend the BART alignment to Livermore.
- After decades of planning, in May of 2018 the BART Board certified the BART to Livermore EIR but voted to not advance a specific project, opting instead to defer the planning and construction of passenger rail in the 580 corridor of the Tri-Valley to the Tri-Valley – San Joaquin Valley Regional Rail Authority.
- Created by AB758 (Baker/Eggman), the Tri-Valley – San Joaquin Valley Regional Rail Authority has since completed a Feasibility Report and selected from alternatives the Valley Link passenger rail project. Phase 1 of Valley Link is a 42 mile, seven station alignment from the Dublin/Pleasanton BART station to the North Lathrop station, with a key connection with BART at the Dublin/Pleasanton BART station and with ACE at the Greenville Station and the planned ACE North Lathrop station. The project is cost effective and efficient in that it uses currently existing transportation rights of way (580 in Tri-Valley, former So Pacific Railroad right of way now owned by County of Alameda in the Altamont and the UP right of way in the San Joaquin Valley). Valley Link will carry between 26,000 and 28,000 rides/day as a transportation option for the nearly 100,000 commuters on the highly congested 580. With congestion in the 580 due to increase 75% by 2040, transportation alternatives are a high priority that will benefit the environment, the economy and the quality of life of residents and Bay Area Workers.
- The goal of the Valley Link Board is to be 100% sustainable, with catenary/battery technology being studied and solar/wind energy being planned to power both the O&M facility and the seven stations. Additionally, the Valley Link Board has approved a Transit Oriented Development policy that mirrors MTC policy to mandate 2,200 homes within a ½ mile of stations, ensuring that the transportation infrastructure is a catalyst for smart growth that protects open space and lowers VMT. Valley Link will result in a reduction of 99.4 million vehicles miles travelled per year and a reduction of 33,000 metric tons in greenhouse gas emissions annually.
- The Tri-Valley – San Joaquin Valley Regional Rail Authority will publish the draft Valley Link EIR in September and aims to certify the EIR by the end of 2020. NEPA and 30% design will be completed in 2021. Final design and construction will begin in 2022, with the project scheduled to open for passenger service in late 2027 to early 2028.
- Per a recent PGH Wong study, during construction the economic impact of Valley Link project will be 16,300 to 22,200 jobs and between \$2.6 billion and \$3.5 billion in revenues.
- Valley Link is a project advancing quickly and cost effectively. Amending the Measure BB Transportation Expenditure Plan to provide \$400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete.

Sincerely,



Andreas Cluver, Secretary-Treasurer
Building & Construction Trades Council of Alameda County

AC:kem
open:29/afl-cio

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Bay Area Transportation Working Group (BATWG)

May 11, 2020

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation Committee

Alameda County Transportation Commission (ACTC)

1111 Broadway, Suite 800 Oakland, CA 94607

Dear Commissioner Ortez:

It has come to our attention that the ACTC is thinking of reallocating the Measure BB funds set aside for the Livermore BART connection to “Valley Link”. We urge you to desist.

For one thing such an action would make a mockery of what the Alameda County voters voted for in 2016. For another it would deny the people of Livermore the one good way of getting from their city to the East Dublin BART Station.

At the time the BART Board was considering whether or not to put the Measure BB \$400 million toward a proposed \$3.2 billion BART extension to Greenville Road, BATWG conducted an extensive investigation of the bus alternative. It was our conclusion that in terms of improving the access of the people of Livermore to BART, well-appointed buses (patterned after the privately-operated hi-tech buses) operating in bus-only lanes would be a far cheaper and better option. At the time we envisioned three separate lines originating in separate parts of Livermore all traveling out-of-traffic, at least during commute hours, to the Station.

Sincerely,

**Gerald Cauthen
Co-Founder and President,
Bay Area Transportation Working Group
510 208 5441
www.batwgblog.com**

**Bay Area Transportation Working Group
3001 Ashbrook Court
Oakland CA 94601
www.batwgblog.com**

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From: [Angie Ayers](#)
To: [Angie Ayers](#)
Cc: [Tess Lengyel](#); [Vanessa Lee](#)
Subject: FW: Bike East Bay comments on Valley Link
Date: Monday, May 11, 2020 12:23:17 PM

Hello Commissioners,

Please see the below public comment for item 5.1.

Regards,
Angie

Angie Ayers, Associate Administrative Analyst
Alameda County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607
Phone: 510.208.7450 direct dial | 510.208.7400 main line
Email: aayers@alamedactc.org Website: www.alamedactc.org
Facebook: www.facebook.com/alamedactc Twitter: [@alamedactc](https://twitter.com/alamedactc)

From: Vanessa Lee
Sent: Monday, May 11, 2020 12:20 PM
To: Dave(dave@bikeeastbay.org) Campbell <dave@bikeeastbay.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>; Angie Ayers <aayers@alamedactc.org>
Subject: RE: Bike East Bay comments on Valley Link

Received. Thank you.

Vanessa Lee, Clerk of the Commission
Alameda County Transportation Commission

From: Dave Campbell <dave@bikeeastbay.org>
Sent: Monday, May 11, 2020 12:19 PM
To: Vanessa Lee <VLee@alamedactc.org>
Subject: Bike East Bay comments on Valley Link

Commission

We support transit, and possibly this project too, but have questions and concerns around:

1. The lack of public outreach in Livermore to generate support for this project. Measure BB in Livermore did not get a ton of support and BART was controversial. RM3 get even less support in Livermore. We don't want this project to be controversial like the BART project was. The Isabel Neighborhood Plan was controversial too because of BART. Where are the residents of Livermore on this project?;
2. Hour headways off -peak is poor public transit, and is in fact commuter rail. This corridor needs good transit. What can be done to convert this project from commuter rail to good transit?
3. Can we hear more about the financial crisis and how this project is affected? It's concerning to hear a presentation that does not acknowledge the current financial crisis.

Thank you for more clarifying information.

--

Dave Campbell
Advocacy Director
[Bike East Bay](#)

Office: 466 Water Street at Jack London Square in Oakland
Mail: PO Box 1736, Oakland, CA 94604
Cell: [\(510\) 701-5971](tel:5107015971)
BikeEastBay.org

[Learn how COVID-19 is impacting Bike East Bay events and activities.](#)

From: [Vanessa Lee](#)
To: [Angie Ayers](#)
Subject: FW: Public Comment for item 5.1 at ACTC's PPLC meeting on Monday 5/11
Date: Monday, May 11, 2020 11:26:37 AM
Attachments: [hyperlinked_PPLC_Agenda_20200511.pdf](#)

[Vanessa Lee, Clerk of the Commission](#)
[Alameda County Transportation Commission](#)

From: Tim Sbranti <tsbranti@innovationtrivalley.org>
Sent: Thursday, May 7, 2020 1:42 PM
To: Vanessa Lee <VLee@alamedactc.org>
Cc: Tess Lengyel <tlengyel@alamedactc.org>
Subject: Public Comment for item 5.1 at ACTC's PPLC meeting on Monday 5/11

Hi Vanessa-

I hope you are staying healthy and safe. Considering that I cannot attend next Monday's PPLC meeting in person due to the SIP, please make sure my comments are read into the record for Public Comment as part of agenda item 5.1. Let me know if you have any questions or need anything else. Thanks!

Tim Sbranti
(925) 858-5303

Dear Chair Ortiz and Honorable Commissioners:

On behalf of the Innovation Tri-Valley Leadership Group, I respectfully request for the PPLC to support the Staff recommendation to amend the Measure BB Transportation Expenditure Plan to replace the BART to Livermore project with the Valley Link project.

I served on ACTC's Steering Committee as Mayor of Dublin when Measure BB was drafted. Our Committee worked to ensure that the Expenditure Plan included the fulfillment of plans dating back to the 1960's which envisioned a rail connection heading east from the Dublin/Pleasanton BART Station into Livermore. This vision was part of the plan approved by the voters of Alameda County. Another element of Measure BB gave the Commission the authority to make small modifications to the Plan as the need arose and future conditions warranted it.

Four years later in May of 2018, the BART Board certified the BART to Livermore EIR but transferred the planning and construction of passenger rail in the I-580 corridor of the Tri-Valley to the Tri-Valley - San Joaquin Valley Rail Authority. The Authority has since completed a Feasibility Report for Valley Link, a project proven to be cost effective and efficient, estimated to carry between 26,000 and 28,000 riders a day in the highly congested I-580 corridor.

With congestion on I-580 due to increase 75% by 2040, transportation alternatives for the area are a high priority that will benefit the environment, the economy and the quality of life of residents and

Bay Area workers. Amending the Measure BB Transportation Expenditure Plan to provide \$400 million to the Valley Link project for construction in the Alameda County portion of the project will be extremely important at this time so that the Authority can leverage local funds with State, federal and private funding to complete the project. By transferring the funding in Measure BB to Valley Link, it would also be consistent with the original intent and vision of Measure BB for rail connectivity in the Tri-Valley, and I urge the Committee to approve the item.

--



Tim Sbranti
Director of Strategic Initiatives
Innovation Tri-Valley Leadership Group
925.858.5303

tsbranti@innovationtrivalley.orgwww.innovationtrivalley.org



[CLICK HERE](#) to sign up for our Newsletter.



May 8, 2020

Elsa Ortiz, Chair
Planning, Policy and Legislation Committee
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Re: PPLC Agenda Item 5.1 – Tri-Valley-San Joaquin Valley Regional Rail Authority Request for 2014 Measure BB Transportation Expenditure Plan Amendment – **SUPPORT**

Dear Chair Ortiz:

I am writing on behalf of the Livermore Valley Chamber of Commerce (LVCC), a business membership organization with nearly 500 members from a cross-section of private/public and non-profit industry sectors that employ nearly 20,000 workers. Ensuring that public dollars are wisely spent and that taxpayers receive a good return on their investment, while responsibly planning, funding, and maintaining and operating our transportation system is a key policy priority for LVCC.

LVCC supports the above referenced item, advancing the efforts to close the gap in the I-580 corridor for an urgently needed and long-awaited, effective rail connection between Livermore and the Dublin/Pleasanton East BART station. I reiterate the support formerly expressed by LVCC over many years for planning and funding support for such a project. LVCC appreciates the wisdom of the leaders of the Alameda County Transportation Commission in designating significant funding in Measure BB (which was supported by LVCC) to provide for a future rail connection in this corridor. In light of events that have transpired since the approval of BB, your prudent actions necessary to amend the expenditure plan to accommodate the request by the Tri-Valley-San Joaquin Valley Regional Rail Authority is welcomed and appreciated. LVCC recognizes and strongly supports the efforts of the TVSJRRRA to effectively deliver a rail connection project in this corridor within the next few years.

We look forward to moving forward with this initiative and this project, and stand ready to support you in this action.

Respectfully,
Dawn P. Argula
Dawn P. Argula
CEO/President

C: Scott Haggerty, First District Supervisor, Alameda County BOS
Tess Lengyel, Executive Director, Alameda County Transportation Commission
Michael Tree, Executive Director, Valley Link
John Marchand, Mayor, City of Livermore

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Serving Alameda, Contra Costa, Marin and San Francisco counties

May 11, 2020

Via email to: vlee@alamedactc.org

Hon. Elsa Ortiz, Chair, and Members of the Planning, Policy and Legislation (PP&L) Committee
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

RE: PP&L Agenda item #5.1 – Approve Tri-Valley- San Joaquin Valley Regional Rail Authority (TVSJVRRA, aka Valley Link) Request for a 2014 Measure BB Transportation Plan Expenditure (TEP) Amendment

Dear Chair Ortiz and Members of the PP&L Committee:

On behalf of our more than 13,500 members in Alameda County, the Sierra Club writes to respectfully express great concern about Item #5.1 on your Agenda for Monday May 11, 2020. We believe that there are far too many issues and questions that should be addressed before the recommended actions move forward.

We recognize that the proposed actions before your Committee are just the beginning of a process to reprogram the sales tax funds that were approved by voters for “BART to Livermore.” But as set forth in the staff memo, the proposed actions, and their timing, would establish dangerous precedents for lack of planning and financial responsibility. There is simply no need to rush into the proposed actions, particularly in the context of the current health and financial crises being faced by the State and local communities. Why not first take time for responsible analysis and an opportunity to see if-how-and-when recovery is able to occur, before committing funds that may not materialize for years to come?

Every responsible forecast is anticipating that “the future of work” will be different, post-pandemic, than we have ever been experiencing previously. Why base such a massive investment of public funds on what is already and at best “old data?”

The first Agenda request is that the TVSJVRRA be acknowledged as a new agency in Alameda County that can be an eligible recipient of Measure BB funds. While this

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should be the least controversial element of the requests, nothing in the staff memo identifies the potential magnitude of impacts on other Measure BB transit recipients. There is no operating budget provided in the Committee materials. Can taxpayers and pre-pandemic passengers be assured that this new system will not become a drain on other, voter-approved transit agencies in the County?

The second and third requests would remove “BART to Livermore” from the TEP and substitute Valley Link with no consideration of possible alternatives – why? The project list for Measure BB was the result of years of input and deliberation by Community and Technical Working Groups. Why not have a full and fair competition for alternative uses of these funds, throughout the full list of “BART, Bus, Senior, and Youth Transit” options identified as the relevant “Type” on page 3 of the TEP (page 24 of the Committee packet), especially with the enormous uncertainties facing projections for both traffic and funding revenues?

Implementing Guideline 22 of the Measure BB TEP is surprisingly omitted from the staff memo, but supports this broadened approach, stating:

22. Fund Allocations: Should a planned project become undeliverable, infeasible, or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be allocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.

Even the language from AB 758 (Eggman/Baker, PUC section 132658) that is quoted in the “superseded” request dated September 11, 2019, recognized that there was no entitlement to the “local funds controlled by the Alameda County Transportation Commission.”

It should also be noted that the proposed description and conditions regarding Valley Link delete and/or change significant descriptive and cautionary language (which was carefully negotiated and voter-approved) before funds may actually be “used.” The text below sets forth full “before and after” language in a single view for the information of Commissioners and the public:

~~BART to Livermore (\$400 M)~~
Valley Link rail in Alameda County (\$400 M)

~~This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange~~ Valley Link rail extension from the existing Dublin/Pleasanton BART station within the Tri-Valley and Altamont Pass in Alameda County using the most effective and efficient technology.

Funds are for construction for any element of this first phase project and shall not be used until full funding commitments are identified and approved for the initial operating segment that most effectively meets the adopted project goals, and a project-specific environmental clearance is obtained. The project-specific environmental process will include an ~~detailed~~ alternative assessment of ~~a~~ fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

Why are voter and environmental protections proposed to be removed for this new project? Do Commissioners really think this is wise and appropriate? Why not, at a minimum, wait until the requisite Environmental Review is both released in draft form and then completed? – This critical document is already a year behind the previous schedule.

Where is the San Joaquin County commitment to support their own residents who are likely to be the primary beneficiaries of this project? The proposed resolution merely states that:

SJCOG: In April 2020, the SJCOG Board approved an amendment to its 2018 Regional Transportation Plan to include the Valley Link project, including identification of \$163.9 million for the project in the plan from **future** measures and state funds. **(emphasis added)**

Any ACTC action should be conditioned on a firm commitment of adequate funds for both capital and operations for this multi-county project. “Leveraging” of other funds should, at a minimum, be based on full and fair participation from designated “partners.”

Several places in the proposed “amendments” describe Valley link as “Commuter Rail,” despite the fact that it is proposed to operate throughout the day. Subsection 49 CFR 37.3 in relevant part defines “commuter rail” as

Commuter rail transportation means short-haul rail passenger service operating in metropolitan and suburban areas, whether within or across the geographical boundaries of a state, usually characterized by reduced fare, multiple ride, and commutation tickets and by morning and evening peak period operations. This term does not include light or rapid rail transportation.

Is this an attempt to obviate or avoid an obligation for ADA complementary paratransit service for passengers, or attempted passengers, who may have difficulty using the train service?

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We must also ask if ACTC or Valley Link have informed MTC and ABAG that the proposed project will facilitate inter-regional commuting, contrary to the intent of SB 375 and the Bay Area's Sustainable Communities Strategy.

This message sets forth only some of the most obvious concerns about the proposed Measure BB actions. There are certain to be more, but disclosure by ACTC and Valley Link should not be delayed until the end of the requisite "public comment" period. The Sierra Club respectfully requests, and urges at a minimum, that the questions and issues noted above be addressed before any Commission action to consider Valley Link's requests. To do any less would call into question Commissioners' significant public service obligations to Alameda County voters, taxpayers, and residents. We look forward to working with you and ACTC staff to consider a full range of responsible uses of Measure BB funds. If you have any questions, or desire further information, please do not hesitate to contact Matt Williams at mwillia@mac.com.

Sincerely,

ss/

Matt Williams

Chair, Chapter Transportation and Compact Growth Committee

ss/

Dick Schneider

Chair, Chapter Tri-Valley Group Executive Committee

ss/

Eric Parfrey

Volunteer Leader, Mother Lode Chapter

Cc: Sierra Club California Director Phillips
San Francisco Bay Chapter Executive Committee Chair Bolotina
San Francisco Bay Chapter Director Berbeco



Memorandum

8.2

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

DATE: May 21, 2020

TO: Alameda County Transportation Commission

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

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. This item also includes providing direction on a draft list of projects for advocacy for COVID-19 stimulus recovery activities.

Summary

The May 2020 legislative update provides information on federal and state legislative activities. Given the dynamic nature of the state and federal government's responses to the COVID-19 pandemic, additional updates will be provided verbally at the Committee meeting.

At the federal and state levels discussions are underway regarding potential stimulus efforts to support the COVID-19 recovery, and to address short-term transportation needs, particularly for transit operators. Alameda CTC has developed an initial list of projects and programs to consider for advocacy. As any specific legislation or new programs are developed staff will bring updates to the Commission and the list can be refined and updated as appropriate.

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. Attachment A is the Alameda CTC adopted legislative platform.

State Update

In response to the COVID-19 crisis, the Legislature recessed until early May. Members were asked to narrow and prioritize which bills they want to move forward, and the main focus is on COVID-19 legislation.

FASTER Bay Area: The FASTER Bay Area coalition, led by the Bay Area Council, Silicon Valley Leadership Group, and SPUR, announced in late March that they were no longer advancing a proposal for transportation funding in November.

Legislation

Below are three specific bills Alameda CTC took positions on which are now considered dead for this session:

- **AB 2824:** Assemblymember Bonta introduced AB 2824 to advance transit priority treatments in the Bay Bridge corridor. Given the COVID-19 crisis, the legislation is not advancing this session. However, the multi-agency partnership that was working together to identify a suite of near- and long-term strategies for improving the reliability and quality of transit on the Bay Bridge corridor is continuing to advance the program of projects presented to the Commission earlier this year. A recommendation to contribute \$10 million in Measure BB funding to advance near-term capital projects, collectively called the Bay Bridge Forward initiative and Bike Link, is included in the 2020 Comprehensive Investment Plan update item before the Projects and Programs Committee (PPC) this month (item 5.1 on the PPC agenda). This funding will leverage regional funding secured by MTC to advance these near-term multimodal projects and robust planning for the I-80 corridor. Alameda CTC's contribution would include the I-580 Westbound HOV Extension, I-80 HOV Extension (Emeryville), I-80 Design Alternative Analysis (DAA), I-80 Powell, and Bay Bridge bicycle/pedestrian LINK improvements.
- **AB 2176:** Assemblyman Holden intends to move AB 2176, regarding bus passes for college students, forward this year with amendments. The amended bill no longer requires a free bus pass, but it does require each college to enter into an agreement with the transit operator for free or reduced fare passes. The Commission currently has an oppose unless amended position on the bill due to concerns regarding the potential fiscal impact on transit operators. AB 2176 also now includes language that if the Commission on Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the California Constitution.
- **AB 2012:** Assemblymember Chu has decided to not move AB 2012, which would have provided free transit to seniors, this year due to the Legislature's efforts to focus on COVID-19 response and the limited time to hear bills. However, Assemblymember Chu remains committed to working to improve access to public transit and senior services.

Federal Update

The federal government has thus far passed three stimulus bills in response to the COVID-19 pandemic. The Coronavirus Aid, Relief, and Economic Security (CARES) Act totals close to \$2 trillion, making it the largest spending package in American history. Specifically related to transportation, the CARES Act includes \$25 billion for Transit Infrastructure Grants. Funds provided in the bill should start to flow quickly, but there will be some variability in results in the weeks to come. In April, MTC programmed the first round of the CARES funding to transit operators throughout the region. This included critical funding for AC Transit, BART, LAVTA, ACE, Union City Transit and WETA as they continue to strive to deliver transit service to the public in these very difficult circumstances as follows:

Agency	Funding
BART	\$251,637,050
AC Transit	\$ 80,366,395
LAVTA	\$ 3,501,369
ACE	\$ 2,680,453
Union City Transit	\$ 922,560
WETA	\$ 12,529,212

On Friday, May 14th, the House passed Heroes Act 208-199, a \$3 trillion relief package. The Heroes Act includes an additional \$15.75 billion for transit and \$15 billion for highways. The Administration and Senate have expressed opposition to the legislation, and the legislation is seen as a starting point for longer negotiations for a fourth stimulus package.

Stimulus Considerations

In preparation for a potential federal stimulus bill, or similar efforts at the state level to support recovery, infrastructure investment and jobs, Alameda CTC staff has begun to identify investments that could be good candidates for advocacy. The initial list is included as Attachment B. This list was developed based on a review of Alameda CTC-sponsored projects, projects included in Alameda CTC's project list for advocacy for the FASTER Bay Area initiative, and a review of projects and programs submitted by all jurisdictions for the 2020 Countywide Transportation Plan. The draft list was presented to the Alameda County Technical Advisory Committee (ACTAC) in May and revisions were incorporated into Attachment B. As any federal

or state efforts regarding stimulus advance, staff will continue to work with member agency staff to revise and refine the list and provide updates to the Commission in as timely a manner as possible.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. Alameda CTC 2020 Legislative Program
- B. Draft Projects and Programs for Stimulus Advocacy



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:

"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	Expand multimodal systems, shared mobility 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. • 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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Alameda CTC Initial List of Projects and Programs for Consideration for COVID-19 Stimulus
Project list based on Alameda CTC FASTER Bay Area Advocacy List and 2020 Countywide Transportation Plan Project Submittals

Jurisdiction	Major Projects*	Mode	Project Description	Estimated Project Cost** (\$ Millions)
Projects with construction start dates in 2020 or 2021 and ongoing programs.				
Operations				
Multiple/Countywide	Transit Operations (multiple)	Bus, Ferry, Rail	Funding for ongoing transit operations for all operators in the County. Specific funding needs and priorities will be identified based on discussions with transit operators and MTC.	TBD
Alameda CTC/Countywide	Transportation Demand Management and Carpool Incentives	Highway	Incentive program to encourage carpools and transportation demand management.	TBD
Programs				
Alameda CTC/Countywide	Affordable Student Transit Pass Program	Program	The program would cover expansion to all middle and high schools that have transit service within one quarter mile of the school and provide free bus passes on youth Clipper cards to all interested students in participating schools.	\$850
Alameda CTC/Countywide	Safe Routes to Schools	Program	The Program would fund expanded and enhanced implementation of Safe Routes to Schools at all K-12 public schools in Alameda County including education and infrastructure improvements to build a true network of Safe Routes to Schools.	\$1,100
Capital Projects Submitted to 2020 Countywide Transportation Plan - Construction Start in 2020 or 2021				
AC Transit	Fruitvale Ave. corridor--short term transit improvements	Transit	Install and operate an enhanced bus service with traffic signal priority and improved bus stops on Fruitvale Ave.	\$61
AC Transit	Grand Ave. corridor transit improvements	Transit	Create a dedicated bus lane on Grand/West Grand for both local and Transbay buses	\$83
AC Transit and City of Fremont	Fremont Citywide Transit Signal Priority	Transit	Upgrade traffic signals on major transit routes in the City of Fremont to provide improved Traffic Signal Priority for transit and emergency operations.	\$5
AC Transit	COVID-19 Service Redesign	Transit	Funds for planning, outreach and minor infrastructure improvements to support service redesigns in response to COVID-19.	\$6
AC Transit	AC Transit Division 4 replacement--design, outreach and environmental	Transit	Execute preliminary phases of designing and implementing replacement for AC Transit yard Division 4	\$30
AC Transit	Quick-build Transit Projects	Transit	Low-cost high-impact transit priority projects such as red-transit lanes, queue jump lanes and bus boarding islands.	\$20
Alameda CTC	I-80 Gilman Street Interchange Improvements	Highway	Reconfigure the I-80/Gilman interchange and add bicycle and pedestrian facilities.	\$62
Alameda CTC	7th Street Grade Separation East	Goods Movement	Reconstruct the existing 7th St underpass on an adjacent alignment, rail tracks, and other rail infrastructure between I880 and Maritime St in the Port of Oakland. Provide bicycle facility.	\$283
Alameda CTC	GOPort FITS	Goods Movement	Traffic management and operations improvements through technology infrastructure serving the Port of Oakland.	\$34
Alameda CTC	Rte 84 Widening, south of Ruby Hill Dr to I-680	Highway	Upgrade from 2-lane conventional highway to 4-lane expressway, make operational improvements to SR84/I-680 I/C and extend SB express lane about two miles to the north.	\$244
City of Alameda	West End 2021 Resurfacing and Street Enhancements	Complete Streets	Local roadway maintenance and modernization, including new bicycle and pedestrian safety improvements	\$6

Jurisdiction	Major Projects*	Mode	Project Description	Estimated Project Cost** (\$ Millions)
City of Alameda	Clement Avenue Safety Improvement Project	Complete Streets	Multimodal safety improvements including protected bikeway, pedestrian and signal upgrades.	\$1
City of Alameda	Alameda Smart City Corridor on High Injury Network	Complete Streets	Traffic signal modernization, safety improvements, and operational improvements.	\$5
Alameda County	Estuary Bridges Maintenance and Repairs	Local Road	Maintain and operate High Street, Park Street, and Miller Sweeney (Fruitvale) bridges. This represents 10 years of maintenance expenses	\$14
Alameda County	East Lewelling Boulevard Streetscape Improvements- Phase II	Complete Streets	Widen sidewalks, bicycle lanes , median islands, curb, gutters, drainage and other improvements	\$10
City of Albany	San Pablo Complete Streets	Complete Streets	Complete Streets Bicycle & Pedestrian improvement projects along the San Pablo Ave corridor.	\$5
BART	19th Street Bike Station Plaza	Transit Access	Construct bike station to support active access to 19th St. BART.	\$6
BART	West Oakland TOD	Transit Access	Improve access to/from the West Oakland BART Station to support TOD.	\$30
BART	Dublin/Pleasanton Active Access Improvements	Transit Access	Improve bicycle and pedestrian access to the Dublin/Pleasanton BART station.	\$16
BART	North Berkeley Active Access Improvements	Transit Access	Improve bicycle and pedestrian access to the North Berkeley BART station.	\$13
BART	Core Capacity/Service Improvements	Transit	Suite of projects to significantly expand the capacity of the BART system, increasing throughput through the Transbay Tube, including the Hayward Maintenance Complex, new rail cars, train control system, and other improvements.	\$2,138
BART	BART Earthquake Safety Program	Transit	A line seismic safety program and Transbay Tube seismic upgrades.	\$2,371
BART	BART State of Good Repair	Transit	Various improvements such as track repair, traction power, station renovation, vertical circulation, etc to maintain the BART system.	\$2,210
BART	New Transbay Rail Crossing	Transit	Funds for planning and environmental phases for a new transbay rail crossing for BART and conventional rail.	\$1,000
BART	BART Safety and Security	Transit	Next generation fare gates	\$150
City of Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	Bike/ped	Construct a new pathway segment connecting Ninth St in front of Berkeley Bowl West to the Emeryville Greenway.	\$2
City of Berkeley	Milvia Bikeway Project	Bike/ped	Constructs Class IV protected bikeways on Milvia St between Hearst Ave and Blake St. Includes pedestrian crossing improvements.	\$3
City of Berkeley	Railroad Quiet Zone Multimodal Safety Project	Goods Movement	Safety improvements to each of the 7 at-grade railroad crossings in West Berkeley.	\$11
Dublin/Alameda CTC	Dublin Blvd. - North Canyons Pkwy Extension	Local Road	Dublin Blvd-North Canyons Parkway from Fallon Rd to Croak Rd: Construct six lane extension; Dublin Blvd-North Canyons Parkway from Croak Rd to Doolan Rd: Construct four lane extension	\$164
Dublin	Tassajara Road Widening from N. Dublin Ranch Drive to City Limit	Local Road	Widen Tassajara Road from existing 2 lanes to 4 lanes between N/ Dublin Ranch Drive to City limit with C C County; signal upgrades, new bike lanes, improved bus stops, sidewalks.	\$23
Dublin	Downtown Dublin PDA Bike and Ped Plan Implementation	Bike/ped	Implementation of projects and programs as outlined in the City of Dublin's Bicycle and Pedestrian Master Plan.	\$22

Jurisdiction	Major Projects*	Mode	Project Description	Estimated Project Cost** (\$ Millions)
Dublin	Technology Enhancements to connect arterials with freeways for Connected and autonomous vehicles	Local Road	Provide Connectivity for Transit and vehicles between local arterials and regional facilities; first and last mile connectivity at key transit hubs and along major transit routes	\$20
Dublin	SR2S Improvements	Bike/ped	Implement SR2S improvements inside school zones in Dublin to implement site assessment recommendations.	\$7
Dublin	Downtown Dublin Streetscape Plan Implementation	Local Road	Implement Downtown Dublin Specific Plan area improvements to enhance the public and private investments in the Dublin Downtown PDA	\$40
Dublin	Iron Horse Trail Crossing (old SPRR ROW) at Dublin Boulevard	Bike/ped	Construct a bridge crossing for Iron Horse Trail at Dublin Boulevard.	\$10
Emeryville	Powell Transbay Bus I-80 Ramp/Bus Stop	Transit	Improve bus access onto the freeway at Powell St/ I-80 Westbound on-ramp	\$4
Emeryville	Quiet Zone Safety Engineering Measures	Goods Movement	Install four quadrant gates, raised medians, sidewalks, and other Supplemental Safety Measures (SSM's) at three at-grade railroad crossings on 65th Street, 66th Street, and 67th Street	\$7
Fremont	Relinquished State Route 84: State of Good Repair Improvements on Thornton Avenue, Fremont Boulevard and Peralta to Sequoia	Local Road	Pavement rehabilitation to address deferred maintenance.	\$5
Fremont	East Bay Greenway Trail (Reach 6): Innovation District to Bay Trail w/ new I-880 Bridge	Bike/ped	1.2 miles of multi-use trail through Fremont's Innovation Business District to the SF Regional Bay Trail.	\$62
Fremont	Decoto Road Complete Street: I-880 to Paseo Padre Parkway	Complete Streets	Expands and enhances transit (bus) access along Decoto Road and implements complete street features that provide protected bicycle and sidewalk facilities	\$20
Fremont	Former SR84 State of Good Repair Improvements	Local Road	State of good repair improvements.	\$18
Fremont	Citywide Traffic Signal Modernization	Local Road	Expansion of Fremont Safe and Smart Corridor to modernize signals citywide.	\$20
Fremont	I-880/Innovation Bridge, Reach 6 of East Bay Greenway	Bike/ped	Bicycle and pedestrian improvements and extension of East Bay Greenway including removing barriers at I-880.	\$62
Fremont	I-680/Sabercat Bridge and Trail Near Irvington BART	Bike/ped	Bicycle and pedestrian improvements; removing barrier at I-680 and transit access.	\$56
Fremont	I-680 Interchange Modernization, bike/ped elements	Bike/ped	Active transportation improvements across I-680 to remove freeway barriers to bicycle and pedestrian use and improve safety.	\$10
Fremont	Dumbarton to Paseo Padre Parkway Trail	Bike/ped	Bike/ped trail; first phase of Dumbarton to Quarry Lakes Trail.	\$10
Hayward	Main Street Complete Street Project	Complete Streets	Reduce the roadway from four to two lanes and improve pedestrian facilities and add bicycle lanes in the Downtown Hayward Priority Development Area.	\$5
Hayward	Mission Blvd Phases 2 and 3 Improvements	Complete Streets	Complete street and safety improvements for 1.5 mile segment of Mission Boulevard between Industrial Parkway and the Hayward/Union City boundary.	\$33
Hayward	Mission Blvd Phases 2 and 3 Improvements	Complete Streets	Complete streets and safety improvements for 0.5 mile segment of Mission Boulevard between A Street and the Hayward/County of Alameda boundary at Rose Street.	\$18
Hayward	Hesperian Blvd and West A Street Protected Intersection	Complete Streets	Protected intersection at high volume intersection that provides key connection for cyclists.	\$2
LAVTA	Atlantis Operating and Maintenance Facility	Transit	New administration, operating and maintenance facility for LAVTA co-located with existing new fueling and bus washing facility.	\$33
Livermore	Livermore Iron Horse Trail	Bike/ped	Class 1 inter-regional Iron Horse Trail within and through the City of Livermore.	\$20

Jurisdiction	Major Projects*	Mode	Project Description	Estimated Project Cost** (\$ Millions)
Newark	Central Avenue Overpass	Complete Streets	Grade separation structure over the Union Pacific Railroad tracks on Central Avenue from east of Sycamore Street to Morton Avenue and addition of bicycle lanes and sidewalks.	\$35
Newark	Thornton Avenue Pavement Rehabilitation and Bicycle Improvements	Complete Streets	Installation of Class 2 bikelanes and pavement improvements	\$1
Oakland	42nd Ave. & High St. I-880 Access Improv.	Local Road	Widening and re-alignment of local streets including modified traffic signals and intersection improvements in the vicinity of the I-880/42nd & High interchange.	\$18
Oakland	Oakland: Telegraph Ave Bike/Ped Imps and Road Diet	Bike/ped	Road diet and complete streets improvements on Telegraph between 29th and 45th Streets.	\$1
Oakland	Oakland: Telegraph Avenue Complete Streets	Complete Streets	Complete street improvements on Telegraph Avenue between 20th Street and 42nd Street.	\$5
Oakland	Oakland Fruitvale Ave Bike/Ped Imprvmnts H8-04-014	Bike/ped	Road diet and complete streets improvements on Fruitvale Ave from E 10th St to E 23th St.	\$1
Oakland	14th Street Safe Routes in the City	Complete Streets	Road diet and complete streets improvements on 14th Street between Brush Street and Oak Street.	\$14
Oakland	Adeline Street Road Diet	Bike/ped	Road Diet on Adeline Street between 3rd and 7th Streets, incorporating class 2 bike lanes on both sides of street, includes pavement rehabilitation	\$0
Oakland	73rd Avenue Road Diet	Bike/ped	Road Diet on 73rd Avenue between Bancroft Ave and MacArthur Blvd, incorporating class 2 bike lanes on both sides of street, striping only	\$0
Oakland	Lower Park Blvd Road Diet	Bike/ped	Road Diet on Park Blvd between 18th and MacArthur Blvd, incorporating class 2 bike lanes on both sides of the street	\$3
Oakland	14th Avenue Streetscape Project	Bike/ped	Road diet and active transportation improvements on 14th Avenue.	\$7
Oakland	19th Street BART to Lake Merritt Urban Greenway	Complete Streets	Complete streets improvements on 20th Street (Thomas L. Berkeley Way) between Broadway and Harrison Street in the City of Oakland.	\$6
Oakland	Fruitvale Alive Gap Closure Streetscape Project	Bike/ped	The Fruitvale Avenue Gap Closure project will install Class 4 cycle tracks and safety improvements between Alameda Avenue and E.12th Street along Fruitvale Avenue.	\$9
Oakland	East Oakland Community Based Transportation Plan Area Projects	Misc.	Implementation of pedestrian, bicycle and transit improvements, including transit operations improvements, neighborhood and library shuttles in the East Oakland Community Based Transportation Plan Area	\$25
Oakland	Howard Terminal Railroad Grade Separation Project for Vehicles and for Pedestrians/Bikes	Local Road	Vehicle grade separation at Market or Brush Street and a pedestrian/bicycle bridge at Jefferson or Clay Streets across the railroad tracks in the Jack London District near the proposed Howard Terminal ballpark.	\$298
Oakland	MacArthur Smart City Corridor Project	Local Road	ITS facilities along the MacArthur corridor between 90th Avenue and Lake Merritt, signal upgrades and other street improvements.	\$13
BART/City of Oakland	Lake Merritt BART Station Area Improvements	Transit Access	Infrastructure to support the community and transportation hub at the Lake Merritt BART Station, including complete streets, access and safety improvements.	\$60
Oakland	West Oakland, Howard Terminal, Jack London District, Downtown Oakland Connectivity Project	Local Road	Roadway safety, multimodal and streetscape improvements connecting West Oakland, Howard Terminal, Jack London District, and Downtown.	\$175
Oakland	Railroad At-Grade Corridor Safety Project through Jack London District	Goods Movement	At-grade railroad crossing improvements at Market, Martin Luther King Jr, Way, Clay, Washington, Broadway, Franklin, Webster and Oak Streets.	\$18
Oakland	Gondola Project Phase 1 Washington Street	Other	An Urban Gondola connecting downtown Oakland 12th Street BART and Jack London Square.	\$350
Oakland	Downtown Oakland Specific Plan (DOSP) Mobility Implementation Projects	Local Road	Implementation of transportation improvements identified in the DOSP include bike and ped safety improvements, transit improvements, and traffic signal technology.	\$60

Jurisdiction	Major Projects*	Mode	Project Description	Estimated Project Cost** (\$ Millions)
Pleasanton	West Las Positas Bike Corridor Improvements	Bike/ped	Creates a continuous east-west bikeway with access to employment centers, schools and neighborhoods.	\$13
Pleasanton	I-680 Sunol Interchange Project	Highway	Interchange modernization and safety improvements	\$25
Pleasanton	El Charro Road Extension	Local Road	Extension of El Charro road from Stoneridge Drive to Stanley Blvd	\$62
Pleasanton	I-680 Overcrossing Widening and Improvements	Highway	Modernization and safety improvements at I-680 and Stoneridge Drive overcrossing	\$11
Port of Oakland	Seaport Near Dock Rail Enhancements	Goods Movement	Construction of the Seaport Near Dock Rail Enhancements.	\$8
Port of Oakland	"Big Ship Ready" Marine Terminal Modernization	Goods Movement	"Big Ship Ready" infrastructure improvements including: bollard and fenders, shore power outlets, LED lighting upgrades and berth capacity enhancements.	\$74
Port of Oakland	Port Operational Efficiency Enhancements	Goods Movement	Infrastructure improvements at Maritime Street, Grand Avenue & Adeline Street access points to Seaport facilities to enhance operational efficiency.	\$25
Port of Oakland	Roundhouse EV Charging Facility	Goods Movement	Development of freight electric vehicle charging standards and design & construction of infrastructure necessary to establish a permanent electric vehicle/equipment charging facility at the Seaport's Roundhouse Property.	\$12
Port of Oakland	Airport Drive Rehabilitation	Local Road	Roadway rehab and reconstruction of airport access roads.	\$9
San Leandro	San Leandro Street Circulation and Capacity Improvements	Local Road	Series of circulation and intersection improvements on local street network.	\$17
San Leandro	Traffic Signal Modernization	Local Road	Modernization of the City's 63 traffic signals	\$4
San Leandro	Railroad Crossing Upgrades - Near Term Safety Enhancements	Goods Movement	Construct near term safety enhancements at all at-grade rail crossings in San Leandro.	\$3
San Leandro	BART Gap Closure & Safety Improvement	Transit Access	Pedestrian and bicycle improvements at the San Leandro BART station.	\$5
San Leandro	Downtown TOD Pedestrian Lighting & Streetscape	Other	Improve lighting in downtown San Leandro and MTC's Downtown Transit Oriented Development PDA.	\$6
San Leandro	E. 14th St./Hesperian Bl./150th Av Intersection Improvements	Local Road	Lane reconfiguration, road widening, signal modifications, and curb ramp installations at the intersection of E. 14th St / Hesperian Blvd / 150th Avenue to support adopted Bay Fair TOD plan.	\$8
San Leandro	MacArthur Blvd Roundabout, Streetscape, and Park & Ride	Local Road	Construction of a roundabout and streetscape at the intersection of MacArthur Boulevard, Superior Avenue, Foothill Boulevard, and the I-580 off-ramp. C	\$4
San Leandro	Local Street Rehabilitation and Complete Streets Implementation	Local Road	Local street rehabilitation and implementation of complete streets enhancement on local streets	\$165
WETA	South San Francisco Frequency Increase	Transit	Enhances the existing South San Francisco ferry service to 30-minute peak period frequencies.	\$20
			Near-term Construction Projects	\$11,060

Jurisdiction	Major Projects*	Mode	Project Description	Estimated Project Cost** (\$ Millions)
Alameda CTC FASTER Bay Area List: Project Development Phases - Construction Start After 2021				
Bus, Bike and Pedestrian Improvements				
	AC Transit Bus Facilities Modernization and Expansion to Support Transbay and Major Corridors service (submitted by AC Transit)	Bus Facilities Modernization	Rehabilitation and expansion of AC Transit Bus Operating Divisions to accommodate future operating needs, including express bus and Transbay service expansion.	\$1,900
	E14th/Mission and Fremont Blvd Corridor Project	Transit and Bike/ped expansion	Transit priority treatments and rapid bus improvements on 30-mile priority development area corridors on E14th, Mission and Fremont Blvd corridor, including major service increases, bicycle network investments and pedestrian safety improvements. Near-term pilot projects to be identified.	\$600
	San Pablo Avenue Corridor Project	Transit and Bike/ped expansion	Transit priority treatments and rapid bus improvements on priority development area corridor on San Pablo Avenue, including major transit service increases, bicycle network investments and pedestrian safety improvements. Near-term pilot projects to be identified.	\$600
	Bicycle and Pedestrian Improvement Projects: The proposed improvements include construction of major bicycle and pedestrian trails, bicycle and pedestrian safety projects, and first/last mile connections to transit.	Major Trails, Bike Ped improvements	Major bicycle and pedestrian trails include: San Francisco Bay Trail, East Bay Greenway, Iron Horse Trail, Niles Canyon Trail, Sabercat Trail, Regional Connectivity and Gap Closure Trails. Bicycle and pedestrian safety improvements on major corridors and providing first and last mile connections to transit.	\$2,500
Clean Fleets (Capital)				
	Zero Emission Fleet Conversion (multiple)	Transit	Transit capital needs to meet CARB 2018 Innovative Clean Transit Rule for 100% Zero Emission buses by 2040, electrify Valley Link, and ferry fleet conversion and facility upgrades	\$4,350
	Clean Truck Fleet Conversion	Goods Movement	Funding to support zero and near-zero emission trucks in Alameda County.	\$6

Jurisdiction	Major Projects*	Mode	Project Description	Estimated Project Cost** (\$ Millions)
Express Lanes and Express Bus				
	I-580 and I-680 Corridors Express Lane Improvements and Express Bus Program: The Project would implement a series of highway and express lane projects along the I-580 and I-680 corridors in Alameda County including complementary express bus services.	Express Lanes and Express Bus	I-580 and I-680 Express Lane Network: completion of Express Lanes on major corridors in Alameda County, including I-580 from the Bay Bridge to the existing Express Lanes, and I-680 from the Contra Costa to Santa Clara county lines.	\$4,200
	Express Lanes Direct Connectors: SR 262 and I-580/I-680 Interchange	Express Lanes and Express Bus	Express Lane to Express Lane Direct Connectors (I-580/I-680 Interchange and State Route 262 Cross Connector connecting I-680 to I-880)	\$2,400
	Regional Express Bus and Transbay Bus Program: Priority treatments and capital support needed for Transbay buses and regional express bus services.	Express Lanes and Express Bus	Countywide Express Bus Network and Transbay Bus service: rapid express bus network utilizing the countywide express lane network including Transbay services and priority treatments across the Bay Bridge.	\$1,000
Ferry				
	WETA System Enhancement and Expansion (submitted by WETA)	Ferry service expansion	Expand service on existing WETA network to reach 15- and 30-minute frequency throughout the day (operating costs below under transit operations). Add up to six new terminals in underserved areas of San Francisco Bay. Alameda County portion includes two new terminals: Berkeley and Seaplane Lagoon. Consider future service expansion to new destinations including the North Bay and additional east bay terminals.	\$1,500
Rail				
	Altamont Corridor Vision Phase 1	Major Rail Extension	Major rail extension and improvements in the Altamont Corridor, including Valley Link rail extension, ACE Station and Equipment Improvements and new tunnel/aerial structure to get trains to 125mph (Alameda County elements only)	\$3,300
	Dumbarton Rail Project	Major Rail Extension	Major megaregional rail connection between the East Bay and the Peninsula across the Dumbarton Bridge	\$3,900
	Irvington BART Station	Transit	Infill BART Station in the City of Fremont	\$250
	BART Core Capacity	Transit	Control System, Hayward Maintenance Complex II, traction power upgrades, and new Fleet. Assume 1/4 county share.	\$4,500
	Alameda County Rail Strategy: The Alameda County Rail Strategy is a program of projects that would advance a more efficient and resilient freight and intercity rail system in Alameda County	Port Rail	GO Port: Multimodal improvements and technology investments at the Port of Oakland.	\$620
		Transit	Capitol Corridor Improvements	\$250
		Transit	Rail Safety and Connectivity: grade crossing safety improvements and rail improvements connecting passenger rail operators, including addressing stations, in Southern Alameda County	\$1,000

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