



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair
Supervisor Scott Haggerty, District 1

Commission Vice Chair
Councilmember Rebecca Kaplan,
City of Oakland

AC Transit
Director Elsa Ortiz

Alameda County
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

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Mayor Jerry Thorne

City of San Leandro
Councilmember Michael Gregory

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Alameda County Transportation Commission

Thursday, May 22, 2014, 2:00 p.m.

1111 Broadway, Suite 800
Oakland, CA 94607

Mission Statement

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

Public Comments

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

Recording of Public Meetings

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

Reminder

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

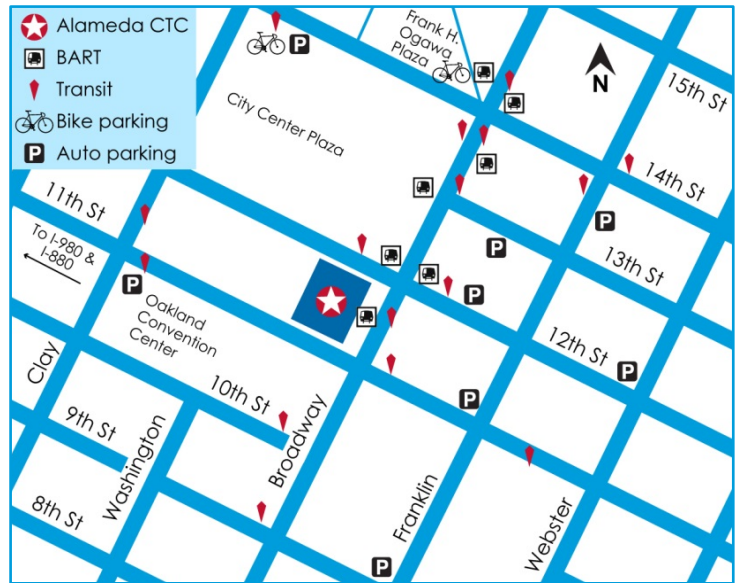
Glossary of Acronyms

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

Location Map

★ Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

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



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

Accessibility

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



Meeting Schedule

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

Paperless Policy

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

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Commission Meeting Agenda

Thursday, May 22, 2014, 2 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Chair/Vice Chair Report

5. Executive Director Report

Chair: Supervisor Scott Haggerty,
Alameda County, District 1

Vice Chair: Councilmember Rebecca Kaplan,
City of Oakland

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

6. Approval of Consent Calendar

Page A/I*

On May 12, 2014, Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1.

6.1. [Approval of April 24, 2014 Minutes](#)

1

A

Recommendation: Approve the April 24, 2014 meeting minutes.

6.2. [I-580 Corridor High Occupancy Vehicle Lane Projects \(PN 720.5 /724.4/724.5\): Monthly Progress Report](#)

5

I

6.3. [I-580 Express \(HOT\) Lane Projects \(PN 720.4/724.1\): Monthly Progress Report](#)

15

I

6.4. [Congestion Management Program: Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments](#)

29

I

6.5. Countywide Multimodal Plans Update (verbal)

I

6.6. [AC Transit East Bay Bus Rapid Transit \(EBBT\) Funding](#)

31

A

Recommendation: Approve the Resolution 14-007 regarding a revised funding plan for the project.

6.7. [FY2014-15 Measure B Capital Program Strategic Plan Update](#)

45

A

Recommendation: (1) Confirm the Measure B funding commitments and allocations to the specific individual capital projects included in the 1986 and 2000 Measure B Capital Programs, (2) Confirm previously approved advances, exchanges and loans as presented herein, (3) Approve the Allocation Plans for the 1986 and 2000 Measure B Capital Programs as presented herein and (4) Confirm the debt service obligation from the 2000 Measure B Capital Fund related to the recent issuance of bonds.

6.8.	<u>I-580 Eastbound and Westbound Express Lane Projects (PN:720.4/724.1): Amendment No. 3 to the Professional Services Agreements with URS Corporation (Agreement No A08-0018 and A11-0024)</u>	73	A
	Recommendation: Approve and authorize Executive Director to execute amendments for the Professional Services Agreements (A08-0018 and A11-0024) with URS Corporation in the amount of \$40,000 and \$900,000, respectively, for the I-580 Eastbound and Westbound Express Lane Projects.		
6.9.	<u>East Bay SMART Corridors Project (PN 945.0) – Amendment No. 2 to the contract with Aegis ITS, Inc. (Agreement No. A12-0028)</u>	77	A
	Recommendation: Approve and authorize the Executive Director to execute an amendment to the Agreement with Aegis ITS Inc. for 1) an additional not-to-exceed budget of \$350,000, 2) extend the contract term to September 30, 2015 and 3) include in the agreement an option to extend the contract term for one additional year with an agreement value not to exceed \$350,000 for the additional year.		
6.10.	<u>Webster Street SMART Corridor Project (PN 740.0): Amendment No. 4 to the Professional Services Agreement with TJKM Transportation Consultants, Inc. (Agreement No. A09-006)</u>	81	A
	Recommendation: Approve and authorize the Executive Director to execute an amendment to the existing Professional Services Agreement A09-006 with TJKM Transportation Consultants, Inc. for an additional not-to-exceed budget of \$15,000 for design support and system integration services during construction and for a six month time extension.		
6.11.	<u>East Bay Greenway Project Segment 7A(PN 635.1): Agreements for Additional Project Funding and Increases to Contract Budgets as Required to Complete Construction of the Project.</u>	83	A
	Recommendation: Approve and authorize the Executive Director to (1) execute the necessary amendments and/or agreements with East Bay Regional Park District to provide additional funding in the amount of \$300,000 and (2) execute amendments to the construction, construction management, and design support contracts up to the additional funding amount and for additional time as required by the project schedule.		
6.12.	<u>Sales Tax Revenue Budget for FY2013-14</u>	85	A
	Recommendation: Approve the revised sales tax revenue budget for FY2013-14 of \$125 million and an increase in the corresponding pass-through and other budgeted expenditures based on the formulas established in the transportation expenditure plan.		
6.13.	<u>Alameda CTC FY2013-14 Third Quarter Investment Report</u>	87	A

Recommendation: Approve the Alameda CTC FY2013-14 Third Quarter Investment Report

- 6.14. [Alameda CTC FY2013-14 Third Quarter Financial Report](#) 103 A

Recommendation: Approve the Alameda CTC FY2013-14 Third Quarter Financial Report

- 6.15. [Community Advisory Committee Appointment](#) 119 A

Recommendation: Approve Community Advisory Committee Appointments.

7. Community Advisory Committee Reports

(Time limit: 3 minutes per speaker)

- 7.1. [Bicycle and Pedestrian Advisory Committee](#) - Midori Tabata, Chair 123 I

- 7.2. [Citizens Watchdog Committee](#) – James Paxson, Chair 125 I

- 7.3. [Paratransit Advisory and Planning Committee](#) – Sylvia Stadmire, Chair 127 I

8. Planning, Policy and Legislation Committee Action Items

On May 12, 2014, the Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations.

- 8.1. Transportation Expenditure Plan Update (Verbal) I

- 8.2. [Legislative Update](#) 139 A

Recommendation: Approve recommended positions on legislation and receive an update on state and federal legislative activities

9. Finance and Administration Committee Action Items

On May 12, 2014, the Finance and Administration Committee approved the following action items, unless otherwise noted in the recommendations.

- 9.1. [Alameda CTC Draft Overall Work Program for FY2014-15](#) 151 I

- 9.2. [Fiscal Year 2014-15 Draft Proposed Consolidated Budget for the Alameda County Transportation Commission](#) 153 A

Recommendation: Approve the Fiscal Year 2014-15 draft proposed consolidated Budget for the Alameda County Transportation Commission

10. Member Reports (Verbal)

11. Adjournment

Next meeting: June 26, 2014

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

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Alameda County Transportation Commission Commission Meeting Minutes Thursday, April 24, 2014, 2:00 p.m.

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

The clerk conducted a roll call. All Commissioners were present, except the following: Commissioner Nate Miley and Commissioner Larry Reid.

Commissioner Luis Freitas arrived during item 8.1

Commissioner John Marchand arrived during agenda item 8.3.

Commissioner Pauline Cutter was present as the alternate for Commissioner Wilma Chan.

Commissioner Don Biddle was present as the alternate for Commissioner Tim Sbranti.

Commissioner Peter Maass was present as the alternate for Commissioner Peggy Thomsen.

Commissioner Cheryl Cook-Kallio was present as the alternate for Commissioner Jerry Thorne.

Commissioner Kris Worthington was present as the alternate for Commissioner Keith Carson.

3. Public Comment

There were no public comments.

4. Chair/Vice Chair Report

There was no Chair/Vice Chair Report.

5. Executive Director's Report

Art Dao stated that the Executive Directors Report was included in the packet. He updated the Commission on Bike to Work Month, funding for the R oute 238 Corridor Improvement Project and he stated that he and Tess Lengyel testified in support of AB 1811 in Sacramento.

6. Consent Calendar

6.1. Approval of March 27, 2014 Minutes

6.2. I-580 Corridor High Occupancy Vehicle Lane Projects (PN 720.5 /724.4/724.5): Monthly Progress Report

6.3. I-580 Express Lane Projects (PN 720.4/724.1): Monthly Progress Report

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

6.5. California Transportation Commission March 2014 Meeting Summary

6.6. I-880 Operational and Safety Improvements at 23rd and 29th Avenues Project (PN 717.0) Allocation of Regional Measure 2 (RM2) Funds for Right of Way / Utility Relocation

6.7. Central Alameda County Same Day Taxi Services for Seniors and People with

Disabilities

- 6.8. Altamont Commuter Express Baseline Service Plan for FY 2014-15
- 6.9. Alameda County Three Year Project Initiation Document Work Plan
- 6.10. Alameda CTC Semi-Annual Programs Status Update
- 6.11. Draft FY 2014-15 Measure B Capital Program Strategic Plan Update Assumptions and Allocation Plan
- 6.12. I-880/Broadway-Jackson Interchange Improvement Project (PN 610.0): Ad-Hoc Project Advisory Committee (PAC) Composition
- 6.13. I-580 Corridor Improvement Projects (Various): Amendments to Existing Cooperative Agreements with Caltrans to Implement Contract Change Order Work and New Operations and Maintenance Agreement(s) with Caltrans for the I-580 Express Lanes Project
- 6.14. Time Extension Only Amendments
- 6.15. Investment Policy
- 6.16. Renewal of Existing Paratransit Coordination Services Contract for Fiscal Year 2014-15
- 6.17. Community Advisory Committee Appointment

Commissioner Worthington motioned to approve the Consent Calendar. Commissioner Dutra-Vernaci seconded the motion. The motion passed unanimously (Freitas, Marchand, Miley, Reid absent)

7. Community Advisory Committee Reports

7.1. Bicycle and Pedestrian Advisory Committee (BPAC)

Midori Tabata, Chair of BPAC, stated that the committee met on April 10, 2014. She stated that BPAC considered new roles for the committee and approved new project review guidelines. She concluded by stating that the committee also reviewed TDA Article 3 funding and she also stated all vacancies on the committee were filled.

7.2. Citizens Watchdog Committee (CWC)

There was no one present from CWC.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

Sylvia Stadmire, Chair of PAPCO, stated that PAPCO met on April 3, 2014 and evaluated the paratransit plan for 14/15. She also stated that PAPCO will meet to continue reviewing the Access Alameda Guide. Sylvia concluded by stating that PAPCO will review its bylaws in May and she reviewed current vacancies on the committee.

8. Planning, Policy and Legislation Committee Action Items

8.1. Transportation Expenditure Plan Update

Tess Lengyel provided an update on the Transportation Expenditure Plan (TEP). She stated that eleven cities had approved the TEP and that staff had developed seven separate educational pieces for the plan. She stated that the informational pieces will be provided to each commissioner at the next scheduled Commission meeting.

Alex Evans of EMC Research, presented polling outcomes. He covered methodology and voter opinion outcomes including problems facing Alameda County and the need for transportation funding and tax attitudes. He provided an update on ballot language specifically the comparisons between previous ballot language and the updated language. Alex also covered information on the measure including priorities by region and opposition messages.

Commissioner Dutra-Vernaci wanted to know how the polling question was phrased in regards to augmentation. Alex stated that the polling question was initially asked using the word 'augment' with a subsequent question that referenced a half cent sales increase.

Commissioner Ortiz wanted to make sure that the polling took into account the potential for a low voter turn-out. Alex stated that research for previous election years was conducted and the results were used to develop and model the current polling questions.

Commissioner Kaplan wanted information on the age gap of approval rates. Alex stated that the least supportive age group was 50-64 years old.

Commissioner Capitelli wanted to know how the priorities by region statistic would affect the ballot language. Alex stated that the specific statistics show that there is information in the TEP that translates across the county and that information could be used when developing the ballot question.

This item was for information only.

8.2. Legislative Update

Tess Lengyel recommended that the Commission approve the recommended positions on legislation and receive an update on state and federal legislative activities. On the Federal side Tess updated the Commission on the President's budget, the highway Trust Fund and proposals regarding Cap and Trade. On the State side Tess stating that we are awaiting the May revise. She stated that Alameda CTC has continued to testify and submit letters of support of Cap and Trade funds coming to the region.

Tess recommended that the Commission take a support position on the following bills:
SB 1077 (DeSaulnier)

AB 2197 (Mullin)

Commissioner Kaplan wanted to know about the vehicle miles traveled cost being returned to the source in regards to Cap and Trade. Tess stated that the amendment includes language to put in safe guards to ensure that the funds be returned to the source and have the same eligibility requirements.

Commissioner Kaplan motioned to approve this item with an amendment that there be more information provided on funding source distributions. Worthington seconded the motion. The motion passed unanimously (*Marchand, Miley, Reid absent*)

8.3. 2013 Performance Report

Matt Bromberg covered the 2013 performance report. He provided information on the scope and purpose of the report. Matt also covered key findings and commute patterns as well as information on roadway conditions and collisions. He provided information on transit ridership and service utilization, and bicycle and walking counts and collisions. Matt concluded by covering next steps and coordination for the report.

There were no questions.

9. Programs and Projects Committee Action Items

9.1. Semi-Annual Capital Projects Update

Raj Murthy updated the Commission on the Semi-Annual Capital Projects. Raj provided information on the 45 capital projects and overall capital projects by phase. He provided information on specific projects broken down by 1986 Measure B projects, 2000 Measure B projects and Prop 1B Bond projects. Raj concluded by covering recently achieved and upcoming milestones.

This item was for information only

10. Member/Staff Reports

There were no member or staff reports.

11. Adjournment

The next meeting is:

Date/Time: Thursday, May 22, 2014 @ 2:00 p.m.

Location: Alameda CTC Offices, 1111 Broadway, Suite 800, Oakland, CA 94607

Attested by:



Vanessa Lee,
Clerk of the Commission



Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: May 15, 2014

SUBJECT: I-580 Corridor High Occupancy Vehicle Lane Projects (PN 720.5 / 724.4 / 724.5); Monthly Progress Report

RECOMMENDATION: Receive a monthly status update on the I-580 Corridor High Occupancy Vehicle Lane Projects.

Summary

The Alameda CTC is sponsoring the I-580 Corridor High Occupancy Vehicle (HOV) Lane Projects along the I-580 corridor in the Tri-Valley. This monthly progress report provides a status update of the various projects currently underway in the corridor. This item is for information only.

Background

The Alameda CTC is the sponsor for the I-580 Corridor High Occupancy Vehicle (HOV) Lane Projects which include HOV lanes in the Eastbound and Westbound directions between Pleasanton and Livermore. The projects provide increased capacity, safety and efficiency for commuters and freight along the primary corridor connecting the Bay Area with the Central Valley. In its role as project sponsor, the Alameda CTC has been working in partnership with Caltrans, the Metropolitan Transportation Commission (MTC), Alameda County, and the cities of Livermore, Dublin, and Pleasanton to deliver the projects.

The I-580 Corridor HOV Lane Projects will be completed with the construction of three final projects in the Livermore Valley (two westbound HOV segments and one eastbound auxiliary (AUX) lanes project). All of these projects are currently in construction and are being administered by Caltrans. Construction activity began in March 2013 and the project partners held a groundbreaking ceremony in June 2013.

Attached for the Committee's review are the April 2014 progress reports for the I-580 Eastbound HOV Lane Project (Segment 3 Aux Lanes) and the I-580 Westbound HOV Lane Project (Segments 1 and 2).

Fiscal Impact: There is no fiscal impact.

Attachments

- A: I-580 Eastbound HOV Lane Project Monthly Progress Report (PN 720.5)
- B: I-580 Westbound HOV Lane Projects Monthly Progress Report (PN 724.4/724.5)
- C: I-580 Corridor HOV Lane Projects – Location Map

Staff Contact

[Stewart Ng](#), Deputy Director of Programming and Projects

[Stefan Garcia](#), Project Controls Team

ATTACHMENT A
I-580 Eastbound HOV Lane Project (PN 720.5)
Monthly Progress Report
April 2014

PROJECT DESCRIPTION

The Eastbound I-580 HOV Lane Project is completing one final construction segment, Segment 3 Auxiliary (AUX) Lanes, between Hacienda Drive and Greenville Road. The Project scope includes:

- Construction of auxiliary lanes from Isabel Avenue to First Street;
- Pavement width necessary for a double express / high occupancy toll (HOT) lane facility;
- Final lift of asphalt concrete (AC) pavement and striping for entire eastbound project limits from Hacienda Drive to Portola Avenue;
- The soundwall that was deleted from the I-580/Isabel Avenue Interchange Project; and
- The widening of two bridges at Arroyo Las Positas in the eastbound direction.

CONSTRUCTION STATUS

Traffic Handling & Night Work

Construction activities include both day and night work. Significant work is involved in rehabilitating the existing pavement which requires closing traffic lanes; however, no complete freeway closures are anticipated. Due to heavy daytime traffic volumes, closing traffic lanes in the daytime is not feasible. For this reason, pavement rehabilitation work can only be done during nighttime hours. Night work will include setting lane closures and shifting traffic lanes (placement of safety barrier (k-rail) and striping work), existing pavement rehabilitation work (crack and seat, slab replacement and overlay) and electrical work. Caltrans lane closure charts permit the contractor to perform this work at night between 9pm and 4am. Work behind k-rail and all bridge work is expected to occur during daytime hours.

Construction Challenges

Alameda CTC staff is working in close coordination with Caltrans to implement the project within limited funding. Challenges and managed risks for this project include:

- Bird Nesting on structures and in adjacent field areas
- Installation of future HOT Lane components to facilitate HOT Lane completion. Project staff is working to combine HOV and HOT construction work in a manner that will keep the single HOV lane open until the double lane HOT/HOV express facility is completed

Completed Activities – 51% of the contract work was completed as of 4/22/14

Construction activities began in April 2013. Work completed to date includes:

- Las Positas Creek (EB and WB) bridge widening
- Widening of major box culvert at Arroyo Seco and modification of drainage facilities. Creek diversion is removed and area restored
- Several retaining walls on the outside edges of the freeway corridor

Ongoing & Upcoming Activities

Caltrans maintains a project website

(<http://www.dot.ca.gov/dist4/projects/i580wbhov/>) and conducts public information and outreach efforts in cooperation with Alameda CTC. Ongoing and upcoming work activities include:

- Construct and backfill remaining retaining walls
- Install Lighting and Traffic Operation Systems
- Install infrastructure to support express lane operations
- Complete Subgrade preparation and cement treated soil
- Paving activities will begin this spring

FUNDING AND FINANCIAL STATUS

The I-580 Eastbound HOV Project is funded through federal, state and local funds.

Funding Plan – SEGMENT 3

Project Phase	Funding Source (\$ million)						Total
	CMIA	RM2	TVTC	FED	SHOPP	Meas. B	
PA&ED						0.02	0.02
PS&E		1.72	1.30	0.23			3.25
ROW		0.17	0.08			0.28	0.53
Construct	17.87	2.20	0.14		4.69	6.57	31.47
Cap							
Construct	2.53	1.12	0.10			0.71	4.46
Sup							
Total	20.40	5.21	1.62	0.23	4.69	7.58	39.73
Total Project Cost: \$39.7M							

SCHEDULE STATUS

The EB Auxiliary Lane project between Hacienda Drive and Greenville Road was advertised on July 9, 2012; bids were opened on October 5, 2012. Caltrans awarded the contract to OC Jones & Sons (with a bid 6.33 percent below the Engineer's Estimate) on November 16, 2012. Construction is planned to complete in late 2014.

Project Approval	December 2011 (A)
RTL	May 2012 (A)
CTC Vote	May 2012 (A)
Begin Construction (Award)	November 2012 (A)
End Construction	November 2014 (T)

ATTACHMENT B
I-580 Westbound HOV Lane Projects (PN 724.4/724.5)
Monthly Progress Report
April 2014

PROJECT DESCRIPTION

The Westbound I-580 HOV Lane Project includes three segments:

- **SEGMENT 1** – WB HOV Eastern Segment from Greenville Road to Isabel Avenue
- **SEGMENT 2** – WB HOV Western Segment from Isabel Avenue to San Ramon Road
- **SEGMENT 3** – Bridge widening at Arroyo Las Positas Creek. This work is included in the construction contract for the EB HOV Lane Project (see Attachment A).

CONSTRUCTION STATUS – SEGMENTS 1 & 2

Traffic Handling & Night Work

Construction activities include both day and night work. Significant work is involved in rehabilitating the existing pavement which requires closing traffic lanes; however, no complete freeway closures are anticipated. Due to heavy daytime traffic volumes, closing traffic lanes in the daytime is not feasible. For this reason, pavement rehabilitation work can only be done during nighttime hours. Night work will include setting lane closures and shifting traffic lanes (placement of safety barrier (k-rail) and striping work), existing pavement rehabilitation work (crack and seat, slab replacement and overlay) and electrical work. Caltrans lane closure charts permit the contractor to perform this work at night between 9pm and 4am. Work behind k-rail and all bridge work is expected to occur during daytime hours.

Construction Challenges

Alameda CTC staff is working in close coordination with Caltrans to implement the project within limited funding. Challenges and managed risks for the project include:

SEGMENT 1 (Eastern Segment)

- Installation of future HOT Lane components to facilitate HOT Lane completion. Project staff is working to combine HOV and HOT construction work in a manner that will allow the HOT/HOV express lane facility to be opened concurrently
- Additional widening of the North Livermore Avenue structure to accommodate HOT Lane width requirements
- New retaining wall to account for recent, accelerated erosion within the Arroyo Seco Creek adjacent to the widening necessary for westbound lanes
- Coordination with concurrent Caltrans projects in the area to reduce cost
- Bird Nesting on structures and in adjacent field areas
- Revision of pavement slab replacements to prioritize in areas most in need

SEGMENT 2 (Western Segment)

- Installation of future HOT Lane components to facilitate HOT Lane completion. Project staff is working to combine HOV and HOT construction work in a manner that will allow the HOT/HOV express lane facility to be opened concurrently
- Elimination of a retaining wall to reduce project cost

- Changes to the pavement cross section to reduce project cost
- Bird Nesting on structures and in adjacent field areas
- Revision of pavement slab replacements to prioritize in areas most in need

Completed Activities

Construction activities began in March 2013. Work completed to date includes:

SEGMENT 1 (Eastern Segment) – 43% of the contract work was completed as of 4/22/14

- North Livermore Ave bridge widening
- Bridge widening at Arroyo Las Positas (2 locations)
- Arroyo Seco RCB culvert extension
- Construct major drainage facilities (e.g. double box culvert)
- Concrete pavement slab replacements
- Temporary striping, shift traffic lanes and placement of k-rail on outside shoulder from Greenville to Airway

SEGMENT 2 (Western Segment – 43% of the contract work was completed as of 4/22/14

- Stage 1 median widening from Airway to Hacienda
- BART Barrier modifications
- Temporary striping, shift traffic lanes and placement of safety barrier (k-rail) to allow for Stage 2 outside widening
- Bridge widening at Dougherty Undercrossing near Dublin BART station
- Bridge widening at Tassajara Creek
- Precast slab pavement replacements
- K-rail placed for Stage 2 from Airway to just east of Tassajara Creek

Ongoing & Upcoming Activities

Caltrans maintains a project website

(<http://www.dot.ca.gov/dist4/projects/i580wbhov/>) and conducts public information and outreach efforts in cooperation with Alameda CTC. Ongoing and upcoming work activities include:

SEGMENT 1 (Eastern Segment)

- Excavate and construct retaining walls and soil nail walls
- Soundwall construction at Vasco Road
- Install Lighting and Traffic Operation Systems
- Install infrastructure to support express lane operations
- Median widening for HOV lane

SEGMENT 2 (Western Segment)

- Completion of Stage 2 outside widening
- Installation of drainage systems
- Median barrier reconfiguration
- Install Lighting and Traffic Operation Systems
- Install infrastructure to support express lane operations
- Final paving and striping of westbound I-580

FUNDING AND FINANCIAL STATUS

The I-580 Westbound HOV Lane Project is funded through federal, state and local funds available for the I-580 Corridor. The total project cost is \$143.9M, comprised of programmed (committed) funding from federal, state and local sources.

Funding Plan – SEGMENT 1 (Eastern Segment)

Project Phase	CMIA	RM2	Funding Source (\$ million)					Total
			TCRP	FED	SHOPP	Meas. B	TVTC	
Scoping		0.53	0.04					0.57
PA&ED		4.38						4.38
PS&E		2.29	0.11	0.15		1.69	0.42	4.66
ROW		1.16				0.04		1.20
Utilities		0.32						0.32
Const Cap	35.34		5.92	6.19	13.54	1.60		62.59
Const. Sup	6.52		1.59			1.08		9.19
Total	41.86	8.68	7.66	6.34	13.54	4.41	0.42	82.91
Total Project Cost: \$82.9M								

Funding Plan – SEGMENT 2 (Western Segment)

Project Phase	CMIA	RM2	Funding Source (\$ million)					Total
			TCRP	FED	SHOPP	Meas. B	TVTC	
Scoping		0.36	0.02					0.38
PA&ED		2.92						2.92
PS&E		1.53	0.07	0.10		1.12	0.28	3.10
ROW		0.77				0.03		0.80
Utilities		0.21						0.21
Const Cap	33.73		2.49		9.61	0.10	0.30	46.23
Const. Sup	6.75					0.58		7.33
Total	40.48	5.79	2.58	0.10	9.61	1.83	0.58	60.97
Total Project Cost: \$61.0M								

SCHEDULE STATUS

SEGMENT 1 (Eastern Segment):

The Westbound HOV Eastern Segment from Greenville Road to Isabel Avenue was advertised on July 16, 2012 and bids were opened on September 19, 2012. Caltrans awarded the contract to Ghilotti Construction Company, Inc. (with a bid 16.33 percent

below Engineer's Estimate) on November 20, 2012. Construction is planned to complete in 2015.

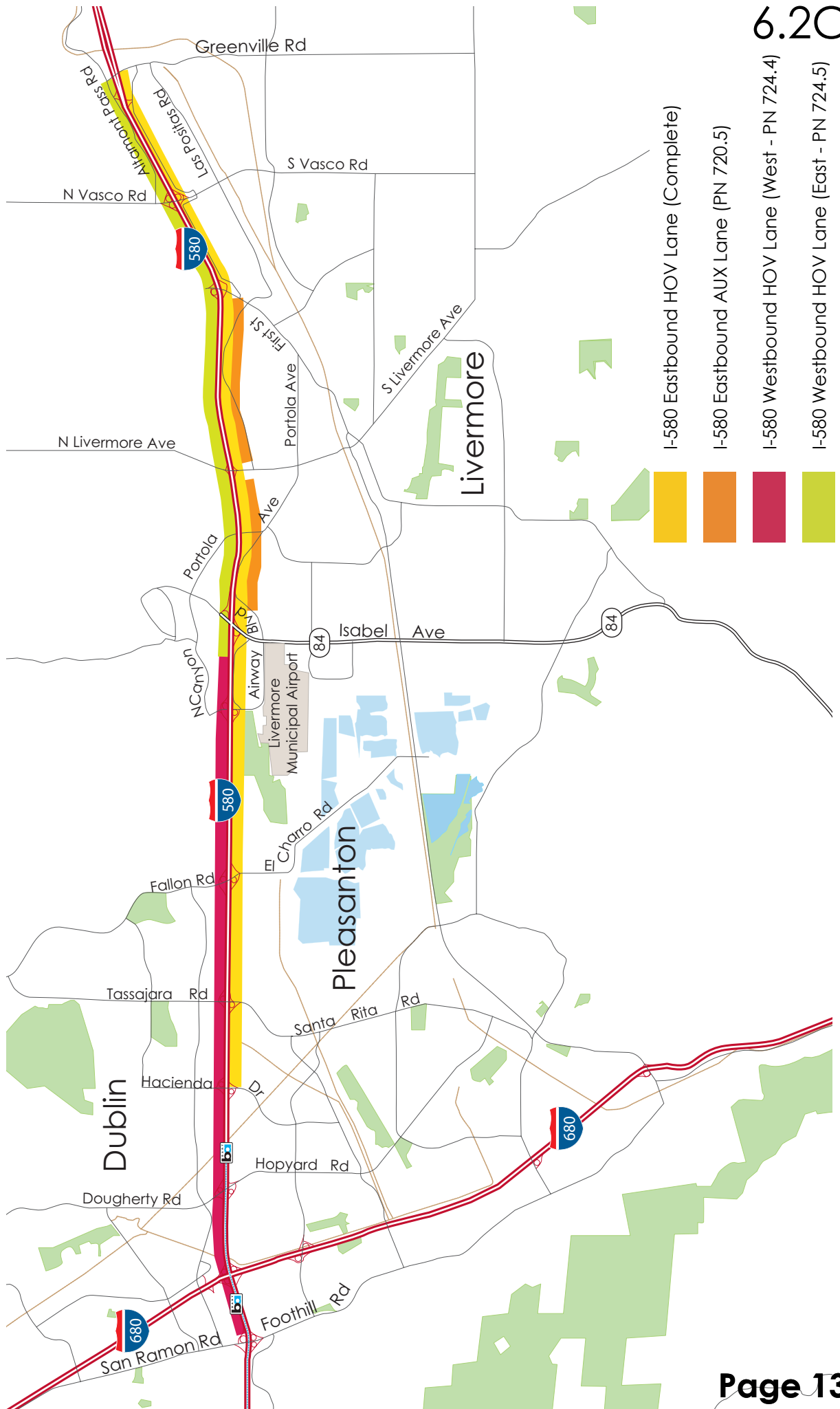
Project Approval	January 2010 (A)
RTL	May 2012 (A)
CTC Vote	May 2012 (A)
Begin Construction (Award)	November 2012 (A)
End Construction	May 2015 (T)

SEGMENT 2 (Western Segment):

The Westbound HOV Western Segment from Isabel Avenue to San Ramon Road was advertised on June 25, 2012 and bids were opened on August 29, 2012. Caltrans awarded the contract to DeSilva Gates Construction (with a bid 23.32 percent below Engineer's Estimate) on October 29, 2012. Construction is planned to complete in late 2014.

Project Approval	January 2010 (A)
RTL	April 2012 (A)
CTC Vote	April 2012 (A)
Begin Construction (Award)	October 2012 (A)
End Construction	November 2014 (T)

I-580 Corridor HOV Lane Projects - Location map



6.2C

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Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: May 15, 2014

SUBJECT: I-580 Express Lane Projects (PN 720.4 / 724.1): Monthly Progress Report

RECOMMENDATION: Receive a monthly status update on the I-580 Express Lane Projects.

Summary

The Alameda CTC is sponsoring the Express Lane Projects along the I-580 corridor in the Tri-Valley. The Eastbound I-580 Express Lane Project will convert the newly constructed eastbound High Occupancy Vehicle Lane (HOV) lane, from Hacienda Drive to Greenville Road, to a double express lane facility. The I-580 Westbound Express Lane Project will convert the westbound HOV lane (currently under construction) to a single express lane facility from west of Greenville Road to west of the San Ramon Road/Foothill Road Overcrossing in Dublin/Pleasanton.

A Categorical Exemption/Exclusion (CE/CE) for the westbound direction was approved on August 2, 2013. An Initial Study/Environmental Assessment (IS/EA) for the eastbound direction was approved on March 18, 2014. Civil design has been completed for the eastbound and westbound components as a one contract package. Civil construction is being implemented through multiple contract change orders (CCO's) to the on-going construction contracts. The I-580 Eastbound and Westbound Express Lane civil construction work will construct the necessary infrastructure, such as signing, sign gantries for dynamic messaging and toll reading, electrical conduit for connecting power and communication sources, and striping to accommodate the express lanes. The System Integrator contractor will install the required communication equipment and software. The express lane facility is scheduled to open for use in 2015.

For detailed information on project funding, schedule and status of the Eastbound I-580 Express (aka HOT) Lane Project, Westbound I-580 Express Lane Project and System Integration activities, see Attachments A, B and C of this report. This item is for information only.

Background

Delivery Strategy

I-580 Eastbound Express and I-580 Westbound Express Projects have been combined into one project for the construction phase. This will reduce bid advertising and construction support costs and minimize potential conflicts with two contractors performing work within the same project limits and median of the highway.

In October 2013, Staff issued four CCO's to the on-going construction contracts (I-580 Westbound HOV, I-580 Eastbound Auxiliary Lane and Freeway Performance Project) along I-580 to incorporate some scope elements (Tier 1 CCOs) for the express lane project. These CCOs are currently under construction. Staff has also recently issued additional CCO's (Tier 2 CCOs) to the above mentioned contracts to construct additional civil scope elements of the express lanes. Staff is also evaluating the option to implement the remaining civil construction work via CCO's (Tier 3 CCOs). The benefit of implementing CCO's is to avoid working in the environmentally sensitive area, minimize additional traffic disruptions to the traveling public, reduce or eliminate re-work and potentially finish construction sooner. Items included in already issued CCOs and under consideration to be included in the potential future CCOs include:

- Electrical Conduit – across and along I-580
- Service and controller cabinets
- Striping – stripe to final express lane configuration
- Install K-rail along median at sign locations
- Median concrete barrier
- Fiber Optics Cable
- Sign structures including tolling gantries, dynamic messaging signs, lighting standards and other sign structures.

“Near Continuous” Access Configuration Status

Staff is currently moving forward with the concept of a “near continuous” (aka “more open”) access configuration in lieu of “limited” access for the express lanes on the I-580 corridor. The “near continuous” access configuration would eliminate the two foot buffer between the express lane and the general purpose lanes except at “hot spots” or “safety zones” such as between Hacienda and Fallon Road (eastbound) and Hacienda and I-680 (westbound). To support the implementation of near continuous access, zone tolling and automated toll violation enforcement strategies have been incorporated in project design.

Fiscal Impact: There is no fiscal impact.

Attachments

- A: I-580 Eastbound Express (HOT) Lane Project Monthly Progress Report
- B: I-580 Westbound Express (HOT) Lane Project Monthly Progress Report
- C: I-580 Express (HOT) Lanes System Integration Monthly Progress Report
- D: I-580 Corridor Express Lane Projects – Location Map

Staff Contact

[Stewart Ng](#), Deputy Director of Programming and Projects

[Gary Sidhu](#), Project Controls Team

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ATTACHMENT A
I-580 Eastbound Express (HOT) Lane Project
Monthly Progress Report
May 2014

PROJECT DESCRIPTION

The Eastbound I-580 Express (HOT) Lane Project will convert the newly constructed eastbound HOV lane, from Hacienda Drive in Dublin/Pleasanton to Greenville Road in Livermore, to a double express lane facility, a distance of approximately 11 miles.

PROJECT DELIVERY STATUS

- The Initial Study and Environmental Assessment (IS/EA) was approved on March 18, 2014 and the Project Study Report/Project Report (PSR/PR) was approved on March 21, 2014.
- Civil design is complete and combined with the westbound component as a one contract package. The civil construction is being implemented through CCO's under the three I-580 HOV lane projects currently in construction (I-580 Westbound HOV Lane - West Segment, I-580 Westbound HOV Lane - East Segment and I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lanes). All the CCOs have been issued to the contractors.

RECENT ACTIVITIES

- Issued Tier 2 and 3 CCO packages to the contractors
- Construction cooperative agreement amendments executed to implement tier 2 and 3 CCO work.

UPCOMING ACTIVITIES

- Negotiate and Execute Operations & Maintenance Agreement with Caltrans to delineate roles and responsibilities for operations and maintenance of the high facilities within the express lanes limits
- Process URS Contract Amendment for additional design work and design services during construction
- Negotiate and process ETCC CCOs related to Vehicle Enforcement System and newer mobile enforcement tools

POTENTIAL ISSUES/RISKS

The civil construction has to be completed by early March 2015 to allow ETCC to start the electronic toll system equipment so that express lanes can be opened by November 2015. This schedule is very aggressive. Staff will work closely with Caltrans and ETCC to monitor progress and take appropriate actions as necessary.

FUNDING AND FINANCIAL STATUS

See Attachment C for combined project funding and financial status.

SCHEDULE STATUS

I-580 Eastbound Express (HOT) Lane Project Schedule:

Project Approval	March 2014
RTL	April 2014
Begin Construction	September 2014
End Construction (Civil and System Integrator)	November 2015

ATTACHMENT B
I-580 Westbound Express (HOT) Lane Project
Monthly Progress Report
May 2014

PROJECT DESCRIPTION

The I-580 Westbound (HOT) Lane Project will convert the planned westbound HOV lane to a single express lane facility from west of the Greenville Road Undercrossing in Livermore to west of the San Ramon Road / Foothill Road Overcrossing in Dublin / Pleasanton, a distance of approximately 14 miles.

PROJECT DELIVERY STATUS

- The environmental document, a Categorical Exemption (CE), has been approved
- Civil design is complete and combined with the eastbound component as a one contract package. The civil construction is being implemented through CCO's under the three I-580 HOV lane projects currently in construction (I-580 Westbound HOV Lane - West Segment, I-580 Westbound HOV Lane - East Segment and I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lanes). All the CCOs have been issued to the contractors.

RECENT ACTIVITIES

- Issued Tier 2 and 3 CCO packages to the contractors
- Construction cooperative agreement amendments executed to implement tier 2 and 3 CCO work.

UPCOMING ACTIVITIES

- Negotiate and Execute Operations & Maintenance Agreement with Caltrans to delineate roles and responsibilities for operations and maintenance of the high facilities within the express lanes limits
- Process URS Contract Amendment for additional design work and design services during construction
- Negotiate and process ETCC CCOs related to Vehicle Enforcement System

POTENTIAL ISSUES/RISKS

The civil construction has to be completed by early March 2015 to allow ETCC to start installation of the electronic toll system equipment so that express lanes can be opened by November 2015. This schedule is very aggressive. Staff will work closely with Caltrans and ETCC to monitor progress and take appropriate actions as necessary.

FUNDING AND FINANCIAL STATUS

See Attachment C for combined project funding and financial status.

SCHEDULE STATUS

I-580 Westbound Express (HOT) Lane Project Schedule:

Project Approval	August 2013
RTL	April 2014
Begin Construction	September 2014
End Construction (Civil and System Integrator)	November 2015

ATTACHMENT C

I-580 Express (HOT) Lanes Systems Integration

Monthly Progress Report

May 2014

SYSTEM INTEGRATION SCOPE DESCRIPTION

The I-580 Express Lane civil contract will construct the necessary infrastructure, such as signing, sign gantries for dynamic messaging and toll reading, electrical conduit for connecting power and communication sources, and pavement striping to accommodate express lanes. The System Integrator will include tolling hardware design and software development, factory testing of design, equipment and system installation, and road geometry and toll system integration. It will also consist of field testing of the toll equipment and all subsystems including the interfaces to the BATA Regional Customer Service Center and Caltrans prior to implementing the new express lanes.

Detailed Discussion

The systems integration focuses on the most recent technologies including software, hardware and traffic detection that will be deployed to optimize the existing corridor capacity in order to effectively manage the current and forecasted traffic in the corridor. The system integrator, however, will continue to own the software while the implementing agency will pay for a license to allow for the use of the toll integrator's software.

The project toll system integrator, ETC Corporation, has been revising the system design to support the "near continuous" access configuration in both directions of I-580. The "near continuous" concept provides additional access opportunities while reducing the foot-print required for implementing a shared express/general purpose lane facility. In addition, it looks and feels similar to an HOV facility and, therefore, is expected to provide driver familiarity.

Project Geometry and Electronic Toll System Design

The latest version of the express lanes concept proposes the following:

In the eastbound I-580 direction:

- Buffer separated single-lane HOV/Express Lane will be installed from Hacienda Drive to Fallon Road
- Continuous access dual-lane HOV/Express Lane will be installed from Fallon Road to west of Vasco Road
- Continuous access single-lane HOV/Express Lane will be installed from west of Vasco Road to Greenville Road

In the westbound I-580 direction:

- Continuous access single-lane HOV/Express Lane will be installed from Greenville Road to Hacienda Drive

- A buffer separated single-lane HOV/Express Lane will be installed from Hacienda Drive to the I-580/I-680 Interchange

PROJECT STATUS

Concept of Operations/System Engineering Management & Enforcement Plans

CDM Smith staff updated the Concept of Operations (Con Ops) Plan and the System Engineering Management Plan (SEMP) to reflect the changes described above. These plans outline the engineering process, the testing process, QA/QC guidelines, toll maintenance and operations requirements, and communication network requirements. Both these documents have been approved by Caltrans and FHWA.

Software and hardware design

ETC staff has been revising the Detailed Design Document (DDD) for the software and hardware development based on deploying a "near continuous" access express lane system. The system designers are in the process of assessing the communication network and electrical power needs. ETC staff will then complete the system design, perform a series of factory and field tests and work with the agency staff to validate its hardware and software design, prior to opening the new express lanes facility.

Toll Pricing and Rate Publishing

As discussed in previous meetings, for practical purposes and to curtail toll violation, a zone-based tolling has been included in design to effectively support the "near continuous" access configuration. The zone-based toll rates will be displayed to patrons via the Dynamic Message Signs.

Toll Antennas, Readers and Violation Enforcement Subsystem

The toll gantries will be placed at approximately $\frac{3}{4}$ mile intervals. Closely spaced toll antennas and readers will help facilitate a "near continuous" access express lane configuration since it will lead to an effective FasTrak® transponder read. It should also support more effective toll violation enforcement.

As discussed previously, the system design includes an automated toll violation enforcement to effectively manage toll violations in this "near continuous" access express lane facility.

Agency staff are also working to deploy a comprehensive public education/outreach program in spring 2014 to support the implementation of a "near continuous" access configuration and the use of switchable transponders, which will be new to Bay Area toll customers.

The Golden Gate Bridge Authority implemented another payment option, payment through pay-by-plate. The user is required to open up an account to pay via their license plate. Our initial assessment indicates that this payment option is likely to encounter challenges since it will be difficult to distinguish the HOV and SOV users in an open/shared express lane facility, unless every vehicle is required to register as either an HOV or SOV vehicle. Staff will continue to evaluate and collaborate with other toll operators and report back to the committee on whether or not the I-580 Express Lanes will employ such payment option.

In summary, even though the “near continuous” access concept provides additional opportunities it is a relatively new concept for implementation in the region. Staff is committed to working closely with other like-minded agencies/industry experts to move forward and implement an effective electronic toll collection system strategy to effectively support a “near continuous” access express lane configuration.

RECENT ACTIVITIES

- Continued to work on accommodating “zone tolling” and automated violation enforcement in project design documents

UPCOMING ACTIVITIES

- Continue to work on accommodating “zone tolling” and automated violation enforcement in project design documents
- ETC to continue with Electronic Toll System design
- Execute a contract with the consultant group to initiate the public outreach and marketing campaign in spring 2014
- Complete a draft customer services agreement for collecting tolls and processing toll violation enforcement services by spring 2014

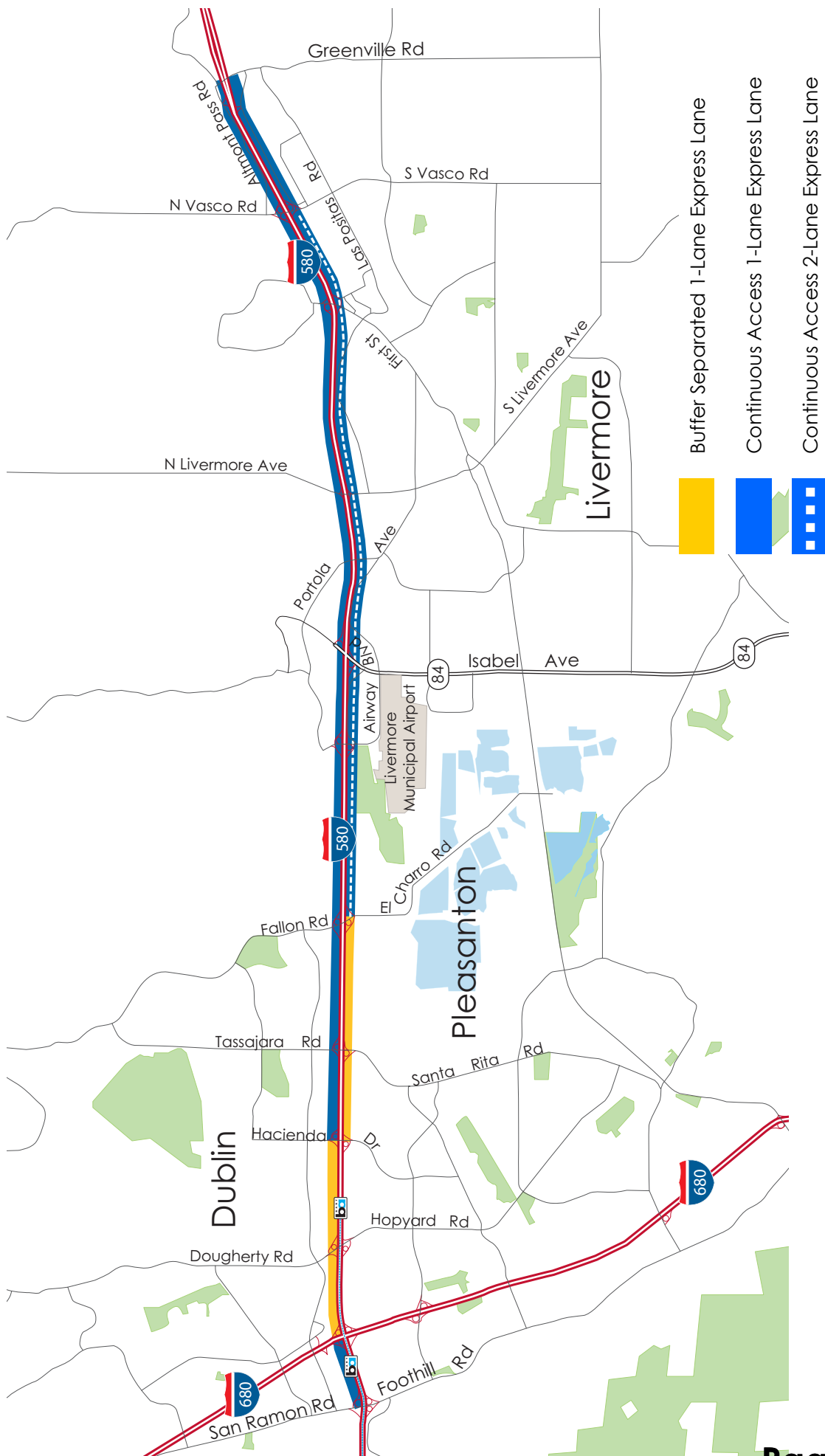
FUNDING AND FINANCIAL STATUS

Combined Eastbound & Westbound Funding Plan for “near continuous” access

Project Phase	Funding Source (\$ million)							Total
	ARRA	Federal Earmark	RM2	TVTC	TCRP Deferred	Local (Meas. B)	Other Local	
PA&ED			1.39	2.17	0.10			3.66
PS&E	0.70		0.11	0.93	3.10			4.84
Sys. Int.	6.80			0.68	1.47		8.05	17.00
ROW				0.37				0.37
Const. Support			2.55		0.05	1.47		4.07
Construct		1.00		0.63	1.28		21.65	24.56
Cap O&M						0.18	0.30	0.48
TOTAL	7.50	1.00	4.05	4.78	6.0	1.65	30.00	54.98
Total Project Cost: \$54.98M								

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I-580 Express Lane Projects Location map



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Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: May 15, 2014

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

RECOMMENDATION: Receive an update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

Summary

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

Since the last monthly update on April 4, 2014 the Alameda CTC has not reviewed any environmental documents.

Fiscal Impact:

There is no fiscal impact.

Attachments

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Matthew Bomberg](#), Assistant Transportation Planner

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Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: May 15, 2014

SUBJECT: AC Transit East Bay Bus Rapid Transit (EBBRT) Project Funding

RECOMMENDATION: Approve the Resolution 14-007 regarding a revised funding plan for the project

Summary

AC Transit is the sponsor of the East Bay Bus Rapid Transit (EBBRT) Project, which will construct and provide an enhanced bus transit service between Oakland and San Leandro. The EBBRT project has long been included in the MTC Regional Transit Expansion Program approved in Resolution 3434. The current estimated project cost of the EBBRT Project is \$178 million. There is currently \$151 million in secured funding from various sources to complete the project.

The Alameda CTC, and its predecessor agencies, has committed over \$48 million of Measure B, federal and state funds for improvements associated with bus rapid transit projects. In 2008, the Alameda County Congestion Management Agency (ACCMA) approved Resolution 08-018, which addressed programming and funding requirements for multiple projects included in the MTC Resolution 3434, including a programming commitment of up to \$40 million of future STIP funds for the EBBRT Project. Even though the ACCMA made commitment of future STIP funds to the project, it does not control the timing nor the amount of STIP funds to be made available to Alameda County in any given STIP cycle. In fact, the determination of when and how much STIP funds are made to the County is the sole responsibility of the California Transportation Commission, subject to the annual State budget process. The Alameda CTC has also allocated over \$25 million of Measure B funding to the various components of bus rapid transit projects.

Over the last four STIP cycles, due to various state budget constraints, only \$12.7 million of the \$40 million in STIP funds have been programmed to the EBBRT Project. The recommended action in this memorandum will provide full funding and allow AC Transit to maintain the delivery schedule of the EBBRT project, scheduled to be advertised for construction in mid-2015.

Background

AC Transit is the sponsor of the East Bay Bus Rapid Transit (EBBRT) Project, which will construct and provide an enhanced bus transit service between Oakland and San Leandro. The EBBRT project has long been included in the MTC Regional Transit Expansion Program approved in Resolution 3434. The EBBRT Project cost estimate of \$178 million (including contingencies) has secured the programming of over \$151 million of funding from multiple sources including Measure B, Federal Transit Administration (FTA), Regional Measure 2 (RM2), State Transportation Improvement Program (STIP), Proposition 1B, Federal Surface Transportation Program (STP), and AC Transit local funds.

The Alameda CTC, and its predecessor agencies, have committed over \$48 million of Measure B, federal and state funds for improvements associated with bus rapid transit projects. In 2008, the Alameda County Congestion Management Agency (ACCMA) approved Resolution 08-018, which addressed programming and funding requirements for multiple projects included in the MTC Resolution 3434, including a programming commitment of up to \$40 million of future STIP funds for the EBBRT Project. Even though the ACCMA made commitment of future STIP funds to the project, it does not control the timing nor the amount of STIP funds to be made available to Alameda County in any given STIP cycle. In fact, the determination of when and how much STIP funds are made to the County is the sole responsibility of the California Transportation Commission, subject to the annual State budget process. The Alameda CTC has also allocated over \$25 million of Measure B funding to the various components of bus rapid transit projects.

Due to the state of the economy and transportation funding, the available STIP funding has been limited and the programming to the EBBRT project to complete the funding plan has not yet been approved. The 2012 STIP included \$3 million and the 2014 STIP an additional \$8 million for the EBBRT project commitment detailed in ACCMA Resolution 08-018. Overall, \$12.7 million of the \$40 million of funds identified in Resolution 08-018 have been programmed. The programming commitment of \$40 million was intended for the construction phase of the EBBRT project. The EBBRT Project construction phase budget (including contingency) is \$98 million. The Alameda CTC has also committed \$11.5 million of Measure B to support the EBBRT project and providing over \$25 million total to bus rapid transit projects date.

AC Transit has identified the need for an additional \$26.65 million, of the \$40 million of funds identified in ACCMA Resolution 08-018, to complete the EBBRT project funding plan so the project can be advertised for the construction phase contract. The next STIP Program will not be finalized until 2016, therefore, working with AC Transit and MTC, the attached Resolution 14-007 details additional fund sources being advanced to complete and fully fund the EBBRT Project and the future programming commitments of the Alameda CTC to account for the projects the new sources would have funded.

Funding proposed to advance the EBBRT Project includes:

	<u>Source</u>
\$12.15 million	RM2 funds (from Line72R/Richmond Parkway Project)
\$ 0.6 million	RM2 funds (from Express Bus South Project)
\$ 6.0 million	Transit Performance Initiative (TPI) funds
<u>\$ 7.9 million</u>	AB664 Net Bridge Toll Revenue (AB664) funds
\$26.65 million	

The RM2 funding is anticipated to be approved by MTC in May. The TPI and AB664 funds are approved by MTC on an annual basis. This funding plan will allow AC Transit to maintain the delivery schedule of the EBBRT project, scheduled to be advertised for construction in mid-2015. Based on the sources used to advance the funding for the EBBRT Project, Resolution 14-007 details the programming required by the Alameda CTC to account for the projects the new sources would have funded. No additional programming commitments are proposed from the Alameda CTC for the EBBRT Project and no repayment is required for the \$0.6 million of RM2 funds that were previously identified for the Express Bus South Project and a portion of the \$6.0 million of TPI funds. Overall, Resolution 14-007 addresses \$24.05 million of remaining programming. This resolution will replace the ACCMA Resolution 08-018.

Alameda County has received about \$30-\$35 million per cycle of the STIP program over the last two cycles. Resolution 14-007 specifies that the Alameda CTC will commit to program 33% of future RTIP funding cycles, up to \$12 million, to fully repay the projects, that provided the additional fund sources to fully fund and advance the EBBRT Project, by the 2018 STIP. In the event an augmentation of the Measure B sales tax is approved in 2014, additional local sales tax funds are identified in the 2014 TEP that would provide funding for the EBBRT project that would offset the need for a portion of the additional STIP funds. In this scenario, the programming of STIP funds could be completed in a shorter time frame. The attached resolution also allows for exchange proposals to deliver the identified projects that require funding. The resolution specifies that the Alameda CTC receive reports on the EBBRT project and specifically for an evaluation of the funding package at the time of the construction contract award.

Fiscal Impact: There is no significant fiscal impact to the Alameda CTC budget expected to result from the recommended action.

Attachments:

- A. Draft Alameda CTC Resolution 14-007
- B. ACCMA Resolution 08-0018

Staff Contact

[Matt Todd](#), Principal Transportation Engineer

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ALAMEDA COUNTY TRANSPORTATION COMMISSION

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Supervisor Scott Haggerty, District 1

Commission Vice Chair
Councilmember Rebecca Kaplan,
City of Oakland

AC Transit
Director Elsa Ortiz

Alameda County
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Supervisor Wilma Chan, District 3
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Mayor Jerry Thorne

City of San Leandro
Councilmember Michael Gregory

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

RESOLUTION 14-007

AC Transit Sponsored East Bay Bus Rapid Transit (EBBRT) Project Funding Plan

WHEREAS, the Alameda CTC agreed to prioritize programming for the AC Transit sponsored East Bay Bus Rapid Transit (EBBRT) Project in Oakland and San Leandro, previously identified through the MTC adopted Resolution 3434 on September 23, 2008, and through the Alameda County Congestion Management Agency (ACCMA) Resolution 08-018; and

WHEREAS, the Alameda CTC has been a project sponsor, partner and funding agency for over \$48 million of Measure B, federal and state funds for rapid transit corridor improvements and over \$25 million of Measure B to the overall funding to bus rapid transit projects; and

WHEREAS, AC Transit has identified an overall EBBRT project cost of \$178 million (including contingencies) and funding from \$75 million of FTA Small Starts, \$3.1 million of FTA 5309, \$44.9 of RM2, \$9.4 of Measure B, \$14.595 million of STIP, \$3.9 million of PTMISEA, \$0.2 million of federal OBAG funds, and \$.3 million of AC Transit District funds; and

WHEREAS, AC Transit has identified an overall EBBRT project construction cost of \$97.9 million (within the overall EBBRT project cost); and

WHEREAS, AC Transit identified a need of up to \$40 million of funds for the construction phase of the EBBRT project from the Alameda CTC, and its predecessor agencies, and requested Regional Transportation Improvement Program (RTIP) funds, as well as other fund sources, to be considered to support the EBBRT project; and

WHEREAS, the Alameda CTC has approved programming of \$12.695 million, of the \$40 million of funds identified in ACCMA Resolution 08-018, to support the EBBRT project; and

WHEREAS, AC Transit has identified the need for an additional \$26.65 million, of the \$40 million of funds identified in ACCMA Resolution 08-018, to complete the EBBRT project funding plan so the project can be advertised for the construction phase contract; and

WHEREAS, a project funding plan has been identified that includes \$12.15 million of Regional Measure 2 (RM2) funds to the EBBRT

project, that were previously identified for the Line 72R Improvements/Richmond Parkway Project; and

WHEREAS, a project funding plan has been identified that includes \$0.6 million of RM2 funds to the EBBRT project, that were previously identified for the Express Bus South Project; and

WHEREAS, a project funding plan has been identified that includes \$6.0 million of Transit Performance Initiative (TPI)- Incentive Program funds, that are identified for enhancing transit productivity and ridership; and

WHEREAS, a project funding plan has been identified that includes \$7.9 million of AB664 Net Bridge Toll Revenue (AB664) funds, that were previously identified for state of good repair programs; and

WHEREAS, AC Transit and the funding partners have agreed to proceed with the EBBRT project using the funding plan detailed above.

NOW, THEREFORE BE IT RESOLVED, the Alameda CTC will prioritize programming RTIP funds, to the Line 72R Improvements project, up to \$12.15 million, to account for RM2 funds programmed to the EBBRT project; and

BE IT FURTHER RESOLVED, the Alameda CTC will prioritize programming RTIP funds to AC Transit projects supporting TPI - transit productivity and ridership projects, up to \$4.0 million, to account for TPI funds programmed to the EBBRT project; and

BE IT FURTHER RESOLVED, the Alameda CTC will prioritize programming RTIP funds to AC Transit projects supporting state of good repair programs, up to \$7.9 million, to account for AB664 funds programmed to the EBBRT project; and

BE IT FURTHER RESOLVED, the Alameda CTC will commit to program 33% of future RTIP funding cycles, up to \$12 million in a cycle, starting with the 2016 STIP for the Line 72R, TPI and state of good repair projects in order to fully repay the project funding, which will be no more than total of \$24.05 million; and

BE IT FURTHER RESOLVED, that in the event the local transportation sales tax administered by the Alameda CTC is augmented, additional funds identified for the EBBRT will offset payments required for the Line 72R, TPI and state of good repair projects, and the funding partners (Alameda CTC, AC Transit and MTC) may reconsider the funding plan detailed in this resolution; and

BE IT FURTHER RESOLVED, the Alameda CTC and/or AC Transit may propose exchanges or substitute projects or fund sources that will advance funding to support the EBBRT project and/or the Line 72R, TPI and state of good repair projects; and

BE IT FURTHER RESOLVED, no repayment is required for the \$0.6 million of RM2 funds previously identified for the Express Bus South Project or \$2.0 million of TPI funds identified for the EBBRT project, and

BE IT FURTHER RESOLVED, that if the construction contract is awarded below the current project cost estimate, the funding required for the Line 72R, TPI and state of good repair projects will be reduced by a like amount; and

BE IT FURTHER RESOLVED, that AC Transit will provide regular reporting, in an approved Alameda CTC format, on the status of the project, including, schedule, cost estimate (including all contingency) and funding plan, and will provide updates at the 65%, 95% and Ready to List (RTL) milestones of the design; and

BE IT FURTHER RESOLVED, that AC Transit will include a reasonable level of contingency in the funding plan that is consistent with construction contract industry standards; and

BE IT FURTHER RESOLVED, any project that is proposed to receive programming from the Alameda CTC will be required to submit information required to establish project eligibility and that the project is able to use the funds as required by the funding agency; and

BE IT FURTHER RESOLVED, that this resolution will replace the programming commitment for the EBBRT project detailed in ACCMA Resolution 08-018 ; and

BE IT FURTHER RESOLVED, that no additional programming commitments are required from the Alameda CTC for the EBBRT project or any other activity related to the project.

Duly passed and adopted by the Alameda County Transportation Commission at the regular meeting of the Board held on Thursday, May 22, 2014 in Oakland, California by the following votes:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

Scott Haggerty, Chairperson

Vanessa Lee, Clerk of the Commission

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ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

6.6B

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
RESOLUTION 08-018**

AC Transit
Director
Greg Harper

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City of Union City
Mayor
Mark Green
Chair

Executive Director
Dennis R. Fay

State Transportation Improvement Program (STIP) Commitments

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

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

WHEREAS, the MTC adopted Revised Resolution 3434 on September 23, 2008, that requests that the ACCMA commit funding to certain transit projects that are included in the 25-year Countywide Transportation Plan (CWTP); and

WHEREAS, the ACCMA has included the following three projects in the Draft 2008 CWTP: 1) \$160 million for BART Warm Springs Extension (WSX) Project; 2) \$85 million for the AC Transit Bus Rapid Transit (BRT) Project; 3) \$14.8 million for the Dumbarton Rail Project (three projects collectively referred to as the RESOLUTION 3434 Projects); and

WHEREAS, MTC Revised Resolution 3434 specifies that the transfer of \$91 million of RM2 funds, previously identified for the Dumbarton Rail Project, to the WSX Project is conditioned on the ACCMA adopting a board resolution committing the like amount of RTIP funding to the Dumbarton Rail Project detailed above; and

WHEREAS, to accomplish the MTC request, the Final 2008 CWTP will need to be amended to reflect a reduction to the BART WSX Project from \$160 million to \$69 million of funding, with the balance of the funding assigned to the Dumbarton Rail Corridor Project and increasing the funding from \$14.8 million to \$105.8 million; and

WHEREAS, MTC has committed \$35 million in CMAQ funds to the BRT Project contingent upon the ACCMA adopting a funding commitment plan (and exploring a strategy to advance the funding) for \$40 M of RTIP funds; and

WHEREAS, the Backfill of Lifeline Program Funds Project (\$2 million), Mission/880 Project (Landscaping Component) (\$3.5 million), Broadway/Jackson Interchange Project (\$3 million), and the 880 Corridor Project (\$1.9 million), which are collectively referred to as PREVIOUS STIP COMMITMENT Projects, were proposed in the 2008 STIP but not included in the final 2008 STIP approved by the CTC; and

WHEREAS, Proposition 1B was approved by the voters of California in November of 2006 and included approximately \$20 billion for infrastructure improvements, including multiple transportation programs; and

WHEREAS, projects in Alameda County that have been programmed with Corridor Mobility Improvement Account (CMIA), Trade Corridor Improvement Fund (TCIF) Account, Traffic Light Synchronization Program (TLSP), and Infrastructure Bond Funding Programmed by the CTC through the STIP, are all components of the Proposition 1B Program, with this set of projects collectively referred to as the INFRASTRUCTURE BOND Projects; and

WHEREAS, the ACCMA was awarded/programmed approximately \$500 million of Infrastructure Bond funding for multiple projects on I-80, San Pablo Avenue, I-880, I-580, and I-680; and

WHEREAS, the CTC has indicated that project sponsors are responsible to fund any cost increases on the Infrastructure Bond Program projects.

NOW, THEREFORE BE IT RESOLVED, the ACCMA amends the CWTP to move \$91 million of funding commitment from the WSX Project to the Dumbarton Corridor Project; and

BE IT FURTHER RESOLVED, the ACCMA will prioritize programming for RESOLUTION 3434, PREVIOUS STIP COMMITMENT and INFRASTRUCTURE BOND Projects in future STIPs; and

BE IT FURTHER RESOLVED, the ACCMA will first commit up to fifty percent (50%) of new programming capacity in a STIP cycle to the RESOLUTION 3434 Projects collectively; and

BE IT FURTHER RESOLVED, the ACCMA will commit at least twenty five percent (25%) of new programming capacity in a STIP cycle to the WSX project if programming and financing criteria have been met; and

BE IT FURTHER RESOLVED, the Timing of Funding Requests and Financing Issues Associated with Limited Programming Capacity are further discussed in Attachment A; and

BE IT FURTHER RESOLVED, the ACCMA will work with project sponsors, funding agency partners, and elected officials and consider financing options such as bonding, advance construction authority, and exchanges to identify methods to advance funding; and

BE IT FURTHER RESOLVED, the ACCMA will not commit to a year of programming for RESOLUTION 3434, PREVIOUS STIP COMMITMENT and INFRASTRUCTURE BOND Projects prior to a STIP programming cycle; and

BE IT FURTHER RESOLVED, the ACCMA will require project sponsors to submit a request for funding that includes information that demonstrates that certain milestones are met, as detailed in Attachment B, to determine if a programming action is appropriate.

DULY PASSED AND ADOPTED by the Alameda County Congestion Management Agency at the regular meeting of the Board on Thursday, December 11, 2008 in Oakland, California, by the following vote:

AYES:

33

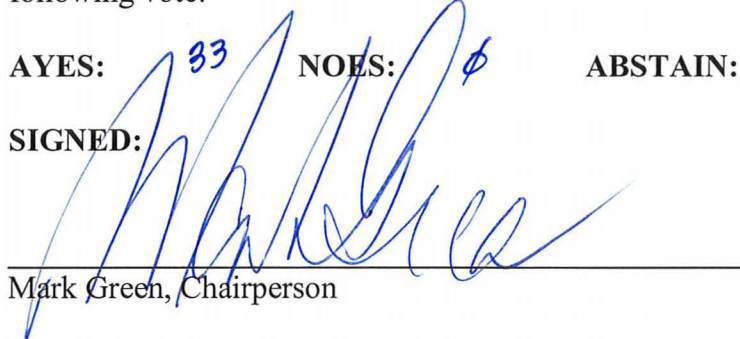
NOES:

0

ABSTAIN: /


ABSENT: /

SIGNED:



Mark Green, Chairperson

ATTEST:



Gladys V. Parmelee, Board Secretary

ATTACHMENT A

Timing of Funding Requests and Financing Issues Associated with Limited Programming Capacity

The RESOLUTION 3434 Projects are likely to include requests larger than the funding available in an individual STIP cycle, and are expected to require non-standard programming arrangements. MTC Revised Resolution 3434 states that the financing costs of the RESOLUTION 3434 Projects are the responsibility of the project sponsor. The ACCMA Board may consider alternative financing proposals, including:

- Considering financing costs within the funding proposed
- Considering financing costs in addition to the funding proposed
- Accepting only a portion of the overall financing

The financing for the three RESOLUTION 3434 Projects will be considered on a case by case basis at the time of programming. The RESOLUTION 3434 Projects, with respect to financing, will be treated equally.

A request for funding for the PREVIOUS STIP COMMITMENT Projects could be accommodated within a single STIP cycle and financing issues are not expected to be an issue.

The INFRASTRUCTURE BOND Projects funding needs may occur between the traditional STIP Cycle call for projects and may need to be addressed between STIP programming cycles.

ATTACHMENT B

Programming Requirements

The ACCMA will require project sponsors to submit a request for funding that includes information that demonstrates that certain milestones are met to determine if a programming action is appropriate.

All projects will be required to:

- Have a detailed project schedule that demonstrates that all timely use of funds provisions can be met,
- Have a full funding plan to complete the project, and
- Have a detailed cost estimate (including supporting assumptions).

RESOLUTION 3434 Projects will also be required to:

- Submit an application for the proposed funding at the time of the call for projects of the funding cycle, and
- Have a legally certified environmental document for CEQA and NEPA (if required) prior to the programming of funds, and
- Have a clearly defined locally preferred alternative that has received formal approval from the governing bodies of the responsible local jurisdiction(s) where the improvements will be constructed.

PREVIOUS STIP COMMITMENT Projects will also be required to:

- Submit an application for the proposed funding at the time of the call for projects of the funding cycle, and
- Have a legally certified environmental document for CEQA and NEPA (if required) prior to the programming of funds.

INFRASTRUCTURE BOND Projects will also be required to:

- Provide documentation on the project funding and reason for the cost increase for review and discussion prior to consideration.

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Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: May 15, 2014

SUBJECT: FY 2014-15 Measure B Capital Program Strategic Plan Update

RECOMMENDATION:

- (1) Confirm the Measure B funding commitments and allocations to the specific individual capital projects included in the 1986 and 2000 Measure B Capital Programs;
- (2) Confirm previously approved advances, exchanges and loans as presented herein;
- (3) Approve the Allocation Plans for the 1986 and 2000 Measure B Capital Programs as presented herein; and
- (4) Confirm the debt service obligation from the 2000 Measure B Capital Fund related to the recent issuance of bonds.

Summary

The FY 2014-15 Measure B Strategic Plan Update (FY14-15 SPU) addresses both the 1986 Measure B Capital Program and the 2000 Measure B Capital Program. While the governing boards for each measure have merged, the separate requirements related to each measure remain in effect and continue to apply to the programming, allocation and expenditure of Measure B funds made available through each of the capital programs. The assumptions and Measure B funding commitments related to the FY14-15 SPU were approved by the Commission at its regular meeting on April 25, 2014. The attachments to this memorandum consist of financial information necessary for the fiscal management of the capital program. The attachments include information pertaining to Measure B commitments to each individual capital project; allocation plans showing the anticipated timing of future allocations; and the various advances, exchanges and loans currently approved by the Alameda CTC. The FY14-15 SPU reflects the recent issuance of Series 2014 Bonds issued to advance the delivery of Measure B capital projects earlier than would be possible in a pay-as-you-go scenario and the obligation of debt service associated with the financing.

Approval of the recommended actions will provide the basis for the preparation of the FY14-15 SPU. The FY14-15 SPU will provide a road map for proceeding with delivery of the remainder of both Measure B-funded capital programs with a focus on providing committed funding to the capital projects at the time they are needed to reimburse eligible project expenditures incurred by the implementing agencies.

The remaining projects from the 1986 Measure B Capital Program along with all of the capital projects from the 2000 Measure B Capital Program, including completed projects, are summarized in Attachment A.

Background

The Alameda CTC updates the Measure B Capital Program Strategic Plan annually to confirm the commitments of Measure B capital projects funding to individual capital projects included in the 1986 Measure B (1986 MB) Transportation Expenditure Plan or in the 2000 Measure B (2000 MB) Transportation Expenditure Plan. The 1986 MB and 2000 MB capital programs must continue to adhere to the requirements and policies of their respective Measures. The assumptions to be incorporated into the FY14-15 SPU, approved at the April 2014 Commission meeting, are divided into three categories. These approved assumptions along with the current recommended actions, are the basis for the preparation of the FY14-15 SPU:

- Assumptions pertaining to both the 1986 MB and 2000 MB Capital Programs;
- Assumptions pertaining only to the 1986 MB Capital Program; and
- Assumptions pertaining only to the 2000 MB Capital Program.

Assumptions pertaining to both the 1986 MB and 2000 MB Capital Programs

The following assumptions are related to both the 1986 MB and 2000 MB Capital Programs and will be incorporated into the FY14-15 SPU:

1. The financial accounts and Measure B commitments for both the 1986 MB and 2000 MB Capital Programs will be kept independent for the purposes of the FY14-15 SPU;
2. The timing of the need for Measure B funds for each capital project will be based on existing and anticipated encumbrances of Measure B funds, including advances/exchanges confirmed in the FY14-15 SPU, and the most current information available from the project sponsors related to the project status and schedule;
3. Projects will be implemented and funded sequentially in phases as prescribed in the individual Master Project Funding Agreements and other funding agreements in accordance with the adopted capital project funding procedure for each Capital Program;
4. The commitment of Measure B funds for each capital project will reflect the Cost Allocation Policy adopted by the ACTIA Board in October 2009 which allows for the classification of all direct project costs and assignment of these costs to the appropriate capital project;
5. The financial assumptions in the FY14-15 SPU includes the expenditure of the proceeds from the recent bond issuance as approved by the Commission; and
6. Any future advances or exchanges not included in the FY14-15 SPU, which involve Measure B Capital funds, will be considered on a case-by-case basis and the subject of separate action by the Commission.

Assumptions pertaining only to the 1986 MB Capital Program

The following assumptions are related to the 1986 MB Capital Program and will be incorporated into the FY14-15 SPU:

1. The commitment of 1986 Measure B funds to the remaining capital projects will maintain the commitments approved in the FY 2013-14 Strategic Plan Update. The timing of the anticipated expenditures of the remaining commitments of 1986 Measure B funding have been adjusted to reflect the current status of all projects. The remaining commitments are considered fully allocated for the purpose of the funding procedures for 1986 Measure B capital projects.
2. The \$12 million exchange related to the 2014 State Transportation Improvement Program (STIP) and the I-880 to Mission Boulevard East-West Connector Project (ACTA Project No. MB226) is reflected in the FY14-15 SPU. The funding for the I-880 to Mission Boulevard East-West Connector Project (ACTA MB226) included \$14.3 million of CMATIP from an exchange approved during the 2012 STIP programming cycle. The approved 2014 STIP programming includes \$12 million of STIP funds programmed to ACTA MB226 to be exchanged for an equivalent amount of the CMATIP funds. The freed up CMATIP funds, i.e. \$12 million, will be made available to three projects as approved by the Commission and reflected in Attachment D.
3. The 1986 Measure B commitments to capital projects that have begun a fully funded construction phase will be adjusted to reflect the construction phase funding plan. Any surplus Measure B funds, i.e. in excess of the amount in the construction phase funding plan including contingency, will be reassigned to the 1986 Measure B Capital Projects Reserve;
4. The 1986 Measure B commitment to any capital project for which the final project phase (typically construction except for "Study Only" projects) has been closed out with an unexpended balance of 1986 Measure B funds will be adjusted to reflect the costs savings. Any surplus 1986 Measure B funds will be reassigned to the 1986 Measure B Capital Projects Reserve;
5. The 1986 Measure B Capital Projects Reserve will be held in reserve to fund additional construction phase capital costs for approved project scopes and will be allocated to individual capital projects by separate Commission action as qualifying needs are identified;
6. The Local Match requirements prescribed by 1986 MB for individual capital projects will remain in effect;
7. The rate of return on the investment funds in the current portfolio is approximated at 0.40% per annum;
8. The Alameda CTC currently owns property that was acquired for a 1986 MB capital project which is now considered surplus. The FY14-15 SPU assumes that sales of the surplus property will yield at least \$4.0 million of proceeds by the end of FY 2015-16.

Assumptions pertaining only to the 2000 MB Capital Program

The following assumptions are related to the 2000 MB Capital Program and will be incorporated into the FY14-15 SPU:

1. The FY 2013-14 Ending 2000 Measure B Programmed Balance for each capital project will be derived by deducting any amounts allocated during the current fiscal year, FY 2013/14, from the FY 2013-14 Beginning 2000 Measure B Programmed Balance approved in the FY13/14 SPU, and by accounting for any adjustments to the 2000 Measure B funding commitments approved by the Commission;
2. The Program Escalation Factor (PEF) used to convert the FY 2013-14 Ending 2000 Measure B Programmed Balance to the FY 2014-15 Beginning 2000 Measure B Programmed Balance is 1.0;
3. The total of the 2000 Measure B funding commitments to all capital projects is \$786.5 million;
4. Isabel Avenue - Route 84/I-580 Interchange (ACTIA No. 23) – Projects adjacent to ACTIA No. 23 are under construction and include elements related to the interchange and the approaches to the interchange. The interchange construction is complete and project close-out is underway. The remaining \$1.5 million of previously unallocated 2000 Measure B commitment is allocated for project closeout costs and will address unanticipated increases in the right-of-way and utility relocation phases.
5. The FY14-15 SPU includes an Allocation Plan which lays out future allocations expected from the FY 2014-15 Beginning 2000 Measure B Programmed Balance for each capital project and will serve as the basis of the program-wide financial model;
6. The estimated portion of 2000 Measure B revenues in FY 2014-15 for the Capital Projects Fund is \$48.8 million. The projected growth rate for sales tax revenue in future fiscal years is 2% per annum;
7. The rate of return on the investment funds in the current portfolio is approximated at 0.25% per annum;
8. The \$37.03 million exchange approved during the 2012 State Transportation Improvement Program (STIP) programming cycle for the Route 84 Expressway Widening Project (Project No. ACTIA 24) is reflected in the FY14-15 SPU. The funding for the Route 84 Expressway Widening Project includes \$37.03 million of STIP funding programmed to the Project during the 2012 STIP cycle. An equivalent amount from the 2000 Measure B Commitment for ACTIA No. 24 will be paid to the Local Fund Exchange Program (CMA TIP) administered by the Alameda CTC and made available to the 13 projects included in the 2012 STIP exchange as approved by the Alameda CTC. One of the 13 projects adopted into the CMATIP to receive the exchanged funds, the I-880 to Mission Boulevard East-West Connector Project (MB Project No. MB226) has been split into four projects as part of an exchange related to the 2014 STIP programming cycle. The exchanged funds will be distributed to the 16 projects (13 plus three from 2014 STIP cycle) through the CMATIP Program administered by the Alameda CTC as reflected in Attachment D;
9. The advance of \$8.5 million of 2000 Measure B Capital funding for the I-580 Eastbound HOV/Auxiliary Lane Project and the I-580 Eastbound Express Lanes Project, as

approved by the Alameda CTC in September 2011, is reflected in the FY14-15 SPU. The Measure B advance expenditures are expected to be offset by future toll revenues from the express lanes. The timing of the advances and the offsetting future toll revenues are based on the current project delivery status and schedules of the individual projects involved. The need to delay the availability of the Measure B Capital funding for three other Measure B Capital Projects, as was approved originally with the advance in September 2011, is not reflected in the FY14-15 SPU. The recent issuance of debt financing has alleviated the restrictions on the availability of Measure B Capital funding on a pay-as-you-go basis;

10. The commitment and allocation of \$30.0 million of 2000 Measure B Capital funding for the I-580 Corridor Improvements which includes Eastbound and Westbound Express Lanes Project is reflected in the FY14-15 SPU. The Measure B allocation expenditures are expected to be reimbursed from future toll revenues of the express lanes. The timing of the allocation and the reimbursement of future toll revenues is based on the current project delivery status and schedules of the individual projects involved; and
11. Debt service obligations related to the recent bond issuance will have priority over other obligations from the 2000 Measure B Capital Account.

Measure B Capital Programs

The summary of Measure B Capital Projects included in Attachment A, shows the total Measure B commitment for the remaining capital projects from the 1986 MB (ACTA) capital program, and all of the capital projects included in the 2000 MB (ACTIA) capital program. The remaining commitments from the 1986 Measure B Capital Account were established primarily through two amendments to the 1986 Expenditure Plan approved in FY 2005/06. The amendments deleted projects that could not be delivered and redirected the 1986 Measure B commitments for the projects that were deleted to replacement projects.

The total 1986 Measure B commitment for the five individual replacement projects and a program-wide closeout "project" equals \$199.6 million as shown in Attachment A.

The total 2000 Measure B commitment for the 27 projects included in the 2000 Measure B Expenditure Plan is \$786.5 million as shown in Attachment A. One capital project, the I-580 Castro Valley Interchanges Improvements project, has both 1986 MB and 2000 MB funding as shown in Attachment A (ACTA MB 239 and ACTIA No. 12).

1986 Measure B Capital Program

The total commitment of 1986 Measure B funds to the remaining projects included in Attachment A, are shown in more detail in Attachment B. Attachment B shows the timing of the anticipated expenditure of the remaining 1986 Measure B commitments. The remaining 1986 Measure B commitments shown in Attachment B are anticipated for the following purposes:

1. I-880 to Mission Boulevard East-West Connector (MB226) – The remaining 1986 Measure B commitment is for completing the on-going design, right-of-way, and utility relocation phases, and for the subsequent construction phase which is currently underfunded.
2. Route 238/Mission-Foothill-Jackson Corridor Improvement (MB238) - The 1986 Measure B commitment has been fulfilled with no remaining expenditures beyond FY 2013-14.
3. I-580/Redwood Road Interchange (MB239) – The 1986 Measure B commitment for this project is a funding contribution to the I-580 Castro Valley Interchange Improvement Project (ACTIA No. 12) included in the 2000 MB Capital Program. The remaining 1986 Measure B commitment is for completing the construction phase, including the three-year landscape maintenance obligation, and closing out prior phases.
4. Central Alameda County Freeway System Operational Analysis (MB240) – The remaining 1986 Measure B commitment is for completing the on-going scoping/planning phase being implemented by the Alameda CTC. The project does not currently include project-specific implementation beyond the planning/scoping phase.
5. Castro Valley Local Area Traffic Circulation Improvement (MB 241) – The remaining 1986 Measure B commitment is for the project development, right-of-way and construction phases.
6. Program-wide and Project Closeout Costs (MB Var) - The Program-wide and Project Closeout Costs include miscellaneous costs related to program-wide activities and post-construction commitments such as follow up landscaping projects, required landscape maintenance, right-of-way settlements, right-of-way close-out, interagency agreement closeout, etc. Once project construction is closed out, any remaining 1986 Measure B commitment for the projects is moved to this line item for budgeting and cashflow purposes until the project is completely closed out financially.
7. The 1986 Measure B commitment to the BART Warm Springs Extension project is fulfilled completely by the 2000 Measure B commitment under project ACTIA No. 02.

The 1986 Measure B Capital Fund includes more funding than the total of the remaining unexpended 1986 Measure B commitments to capital projects. The uncommitted funding is held in a Capital Projects Reserve. The FY14-15 SPU includes the following assumptions related to the 1986 Measure B Capital Projects Reserve:

1. The 1986 Measure B commitments to capital projects that have begun a fully funded construction phase will be adjusted to reflect the construction phase funding plan and any surplus 1986 Measure B funds, i.e. in excess of the amount in the construction phase funding plan including contingency, will be reassigned to the 1986 Measure B Capital Projects Reserve;
2. The 1986 Measure B commitments to capital projects that have closed out the final project phase, (typically construction except for "Study Only" projects) with 1986 Measure B funds remaining will be adjusted to reflect the costs savings and any surplus

1986 Measure B funds will be reassigned to the 1986 Measure B Capital Projects Reserve; and

3. The 1986 Measure B Capital Projects Reserve funding will be held in reserve to fund additional construction phase capital costs for approved project scopes and will be allocated to individual capital projects by separate Commission action as qualifying needs are identified.

2000 Measure B Capital Program

The procedures for managing the 2000 Measure B commitments are centered around allocations from the Measure B "Programmed Balance" for each capital project. The original Programmed Balance was established in the 2000 Expenditure Plan, which was used as the basis for establishing the "Initial Programmed Balance" at the beginning of revenue collection in 2002. Since 2002, the Programmed Balance for each capital project has been adjusted each fiscal year using a "Program Escalation Factor (PEF)" typically adopted by the Board with the other Strategic Plan Update assumptions. During the FY 2009-10 Strategic Plan process, the Board approved a PEF of 1.0 to be used for the remainder of the 2000 Measure B Capital Program.

The total of the commitments of 2000 Measure B funds to the individual projects included in Attachment A are shown in more detail in Attachment C1 and reflect a PEF equal to 1.0 for the FY14-15 SPU. The FY 2014-15 Beginning Programmed Balance for each project is equal to the Remaining Programmed (Un-Allocated) Balance shown in Attachment C1 and represents the amount available for future allocation. Attachment C2 shows the amount expended through March 31, 2014 (i.e. Q3 FY 2013-14) compared to the total amount allocated for each of the 2000 MB capital projects. The FY 2014-15 2000 Measure B Allocation Plan Schedule shown in Attachment C3 lays out the timing of the anticipated future allocations for the remainder of the 2000 Measure B Capital Program. The future 2000 Measure B allocations are anticipated for the following purpose(s) as shown in the FY 2014-15 2000 Measure B Allocation Plan Notes in Attachment C4:

1. Altamont Commuter Express (ACE) Improvements (ACTIA No. 01) – This project is a programmatic project that funds individual improvements proposed by the San Joaquin Regional Rail Commission (SJRRRC) which operates the ACE service. The eligible project list is updated regularly by the SJRRRC and incorporated into the Measure B Capital funding approach approved by the Alameda CTC.
2. I-680 Sunol Express Lane – Southbound (ACTIA 08A) - The future 2000 Measure B allocations are anticipated supplement future operating costs of the lane above the toll revenues available for operations as approved by the Alameda CTC in December 2012.
3. I-680 Sunol Express Lanes – Northbound (ACTIA 08B) - The future 2000 Measure B allocations are anticipated for project development, system management and integration, right of way and construction phases.

4. Iron Horse Transit Route (ACTIA 09) -- The future 2000 Measure B allocations are anticipated for project development, right of way and construction phases.
5. Dumbarton Corridor Improvements – (ACTIA 25) - The future 2000 Measure B allocations are anticipated for on-going project development phases and for implementation of potential phased improvements while funding for the planned overall corridor is identified.

Project expenditures for projects included in the 2000 Measure B Capital Program include expenditures incurred directly by the Alameda CTC. The ACTIA Board adopted a Cost Allocation Policy in October 2009 to address the allocation of ACTIA-incurred expenses against project funding. The FY14-15 SPU includes the assumption that the Cost Allocation Policy applies to Alameda CTC-incurred expenses in the same fashion as it applied to ACTIA-incurred expenses.

Capital Program Financial Plans for the 1986 and 2000 Measure B Capital Programs

Without an ongoing revenue stream, the commitments of the 1986 MB capital funds are constrained by the current balances of the 1986 MB Capital Account plus interest earned until the accounts are drawn down (currently anticipated to occur in the FY 2018-19 timeframe). Debt financing will not be needed to provide the remaining 1986 Measure B commitments for the 1986 MB Capital Program at the time they are needed to reimburse eligible project expenditures since the funds are currently "in the bank." Attachment B shows the 1986 Measure B commitments to the remaining 1986 MB capital projects and the anticipated timing of the drawdowns based on current project schedules.

More than \$754 million of 2000 Measure B funding has been allocated to date and made available for encumbrance in agreements and reimbursement of eligible costs related to 2000 Measure B capital projects (i.e. 96% allocated from the total 2000 Measure B commitment to all capital projects of \$786.5 million). The allocated funds to date represent more 2000 Measure B Capital funds than can be provided to the projects on a "pay-as-you-go" basis. The alternative to pay-as-you-go is debt financing or borrowing to effectively make future revenues available sooner to reimburse eligible project expenditures as they are incurred. The Alameda CTC recently issued Sales Tax Revenue Bonds (Limited Tax Bonds) to alleviate the cashflow constraint related to the pay-as-you-go approach and to ensure 2000 Measure B Capital commitments are available when needed to reimburse eligible project costs as they are incurred by the implementing agencies on the most aggressive schedules attainable. Attachment D shows the 2000 Measure B capital project commitments including the anticipated timing of the project line item expenditures based on current project schedules.

Debt Financing for the 2000 Measure B Capital Program

The Alameda CTC Sales Tax Revenue Bonds (Limited Tax Bonds), Series 2014 were issued, and as of March 4, 2014, the proceeds are available to fund expenditures related to the commitments of 2000 MB Capital Projects. Approximately \$136.6 million of bond

proceeds are available for capital project expenditures. The 6-year repayment of the principal begins in 2017 and continues until the end of the Measure B sales tax collection period in March 2022.

The process for issuing bonds secured by the sales tax, referred to as "limited tax bonds," is prescribed by the California Public Utilities Code (PUC) and expanded upon in guidelines prepared by the California Debt and Investment Advisory Commission (CDIAC). The required process included the Alameda CTC adopting a resolution authorizing the issuance of bonds. The resolution authorizing the issuance of bonds addresses a number of PUC requirements. The Alameda CTC also adopted Post-Issuance Tax Compliance Procedures for Tax-Exempt Bonds in January 2014.

The capital projects for which expenditures are eligible for the bond proceeds are described in the financing documents as follows:

"The Series 2014 Project consists of the BART Warm Springs Extension, the BART Oakland Airport Connector, the Route 84 Expressway, the I-580 Corridor Improvements, the Downtown Oakland Streetscape Improvement, the Iron Horse Bicycle, Pedestrian, and Transit Route, the I-880/State Route 92 Reliever-Clawiter/Whitesell Interchange, the I-880 Corridor Improvement and the I-680 Express Lane or such other transportation improvements as permitted by the Act, the Ordinance, the Expenditure Plan and the Tax Certificate executed and delivered in connection with the Series 2014 Bonds."

The specific 2000 MB capital projects listed in the Series 2014 Project description account for the majority of the need for financing.

Fiscal Impact: There is no significant fiscal impact expected to result from the recommended action.

Attachments:

- A. Summary of Measure B Capital Projects Current Phase and Measure B Funding
- B. 1986 Measure B Capital Project Remaining Commitments and Line Item Expenditures
- C1. 2000 Measure B Capital Project Commitment Summary
- C2. 2000 Measure B Capital Project Allocations and Expended to Date
- C3. 2000 Measure B Capital Project Allocation Plan Schedule
- C4. 2000 Measure B Capital Project Allocation Plan Notes
- D1. 2000 Measure B Capital Project Line Item Expenditures
- D2. 2000 Measure B Capital Program Advances and Repayments
- D3. 2000 Measure B Capital Program Advances STIP Exchange Project Detail Sheet

Staff Contact

[Stewart Ng](#), Deputy Director of Programming and Projects

[Raj Murthy](#), Program Manager, Project Controls Team

Attachment A

Summary of Measure B Capital Projects Funding

May 2014

Index	Project Title	Project Type (Note 1)	Measure B Project Number	Measure B Funding (\$ x million)	
				1986 MB (ACTA)	2000 MB (ACTIA)
1	I-880 to Mission Blvd East-West Connector	LSR	MB 226	88.8	0.0
2	Route 238/Mission-Foothill-Jackson Corridor Improvement	LSR	MB 238	80.0	0.0
3	Central Alameda County Freeway System Operational Analysis	Hwy	MB 240	5.0	0.0
4	Castro Valley Local Area Traffic Circulation Improvement	LSR	MB 241	5.0	0.0
5	Program-Wide and Project Closeout Costs	Var	MB Var	5.8	0.0
6	Altamont Commuter Express Rail	MT	ACTIA 01	0.0	13.2
7	BART Warm Springs Extension	MT	ACTIA 02	0.0	224.4
8	BART Oakland Airport Connector	MT	ACTIA 03	0.0	89.1
9	Downtown Oakland Streetscape Improvement	BP	ACTIA 04	0.0	6.4
10	Fruitvale Transit Village	MT	ACTIA 05	0.0	4.4
11	Union City Intermodal Station	MT	ACTIA 06	0.0	12.6
12	Telegraph Avenue Bus Rapid Transit	MT	ACTIA 07A	0.0	11.5
13	San Pablo Avenue Corridor Transit	MT	ACTIA 07B	0.0	2.3
14	Telegraph Avenue Rapid Bus Service	MT	ACTIA 07C	0.0	10.7
15	I-680 Sunol Express Lanes - Southbound	Hwy	ACTIA 08A	0.0	15.2
16	I-680 Sunol Express Lanes - Northbound	Hwy	ACTIA 08B	0.0	20.0
17	Iron Horse Transit Route	MT	ACTIA 09	0.0	6.3
18	I-880/Broadway-Jackson Interchange Improvement (Study Only)	Hwy	ACTIA 10	0.0	8.1
19	I-880/Washington Ave I/C	Hwy	ACTIA 11	0.0	1.3
20	I-580 Castro Valley Interchanges Improvements (Note 2)	Hwy	ACTIA 12	15.0	11.5
21	Lewelling/East Lewelling Blvd Widening	LSR	ACTIA 13	0.0	13.1
22	I-580 Auxiliary Lane Westbound (Fallon Road to Tassajara Road)	Hwy	ACTIA 14A	0.0	2.5
23	I-580 Auxiliary Lane Westbound (Airway Blvd to Fallon Road)	Hwy	ACTIA 14B	0.0	2.7
24	I-580 Auxiliary Lane Eastbound (El Charro Road to Airway Blvd) (Note 3)	Hwy	ACTIA 14C	0.0	7.8
25	Route 92/Clawiter - Whitesell Interchange and Reliever Route	Hwy	ACTIA 15	0.0	27.0
26	Oakland Local Streets and Roads	LSR	ACTIA 16	0.0	5.3
27	Hesperian Boulevard/Lewelling Boulevard Widening (Stage 1)	LSR	ACTIA 17A	0.0	0.6
28	Hesperian Boulevard/Lewelling Boulevard Widening (Stage 2) (Note 4)	LSR	ACTIA 17B	0.0	0.7
29	Westgate Parkway Extension (Wal-Mart to Williams Street)	LSR	ACTIA 18A	0.0	7.9
30	Westgate Parkway Extension (Davis Street) (Note 5)	LSR	ACTIA 18B	0.0	0.6

Summary of Measure B Capital Projects Funding

May 2014

Index	Project Title	Project Type (Note 1)	Measure B Project Number	Measure B Funding (\$ x million)	
				1986 MB (ACTA)	2000 MB (ACTIA)
31	East 14th St/Hesperian Blvd/150th St Improvements	LSR	ACTIA 19	0.0	3.2
32	Newark Local Streets	LSR	ACTIA 20	0.0	1.4
33	I-238 Widening (Note 3)	Hwy	ACTIA 21	0.0	81.0
34	I-680/I-880 Cross Connector Studies	Hwy	ACTIA 22	0.0	1.2
35	Isabel Avenue - Route 84/I-580 Interchange	Hwy	ACTIA 23	0.0	26.5
36	Route 84 Expressway Widening	Hwy	ACTIA 24	0.0	96.5
37	Dumbarton Corridor Improvements (Newark and Union City) (Study Only)	MT	ACTIA 25	0.0	19.4
38	I-580 Corridor/BART to Livermore Studies (Note 6)	MT	ACTIA 26	0.0	41.8
39	Vasco Road Safety Improvements	LSR	ACTIA 27A	0.0	1.5
40	I-80 Integrated Corridor Mobility Project	Hwy	ACTIA 27B	0.0	2.8
41	I-880 Corridor Improvements in Oakland and San Leandro (Note 7)	Hwy	ACTIA 27C	0.0	5.4
42	CWTP/TEP Development (Study Only)	Hwy	ACTIA 27D	0.0	0.1
43	Studies for Congested Segments/Locations on the CMP Network	Hwy	ACTIA 27E	0.0	0.6
				199.6	786.6

Notes:

1. Project Types: Hwy = Highway; LSR = Local Streets and Roads; MT = Mass Transit; and BP = Bicycle and Pedestrian.
2. The I-580 Castro Valley Interchanges Improvements project is included in both the 1986 MB Program (MB 239) and the 2000 MB Program (ACTIA No. 12). The 1986 MB commitment is treated as a contribution to the 2000 MB project.
3. The 2000 MB commitment for ACTIA No. 14C was exchanged for other funds in the I-580 Corridor. The ACTIA No. 14C commitment is treated as a contribution to the I-238 Widening Project included in the 2000 MB Program, ACTIA No. 21.
4. The second stage of the Hesperian Boulevard/Lewelling Boulevard Widening Project (ACTIA No. 17B) was constructed with the Lewelling/East Lewelling Boulevard Widening Project (ACTIA No. 13) implemented by Alameda County.
5. Improvements for the Westgate Parkway Extension (Davis Street) Project (ACTIA No. 18B) have been incorporated into the I-880 Southbound HOV Lane Project being implemented by the Alameda CTC. The ACTIA 18B commitment is treated as a contribution to the I-880 Southbound HOV Lane Project.
6. The 2000 MB commitment for ACTIA No. 26 includes \$30 million for I-580 Corridor costs related to the implementation of the eastbound and westbound express lane projects.
7. The I-880 North Safety and Operational Improvements at 23rd and 29th Avenues Project and the North and South Segments of the I-880 Southbound HOV Lane Project, including follow on landscaping, are eligible for the 2000 MB commitment to the I-880 Corridor Improvements in Oakland and San Leandro Project (ACTIA No. 27C).

Attachment B

FY 2014/15 Measure B Capital Program Strategic Plan Update
1986 Measure B Capital Project Remaining Commitments and Line Item Expenditures

May 2014

		\$ x 1,000 in the FY Shown (Note 1)									
No.	Project Title	Prior to FY 14/15	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	Totals		
MB226	I-880 to Mission Boulevard East-West Connector	\$ 15,992	\$ 5,000	\$ 22,500	\$ 15,000	\$ 25,000	\$ 5,379	\$ -	\$	\$	88,871
MB238	Route 238/Mission-Foothill-Jackson Corridor Improvement	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	\$	80,000
MB239	I-580/Redwood Road Interchange (contribution to ACTIA 12)	\$ 10,179	\$ 1,350	\$ 100	\$ 1,000	\$ 1,000	\$ 1,371	\$ -	\$	\$	15,000
MB240	Central Alameda County Freeway System Operational Analysis	\$ 1,847	\$ 1,400	\$ 1,753	\$ -	\$ -	\$ -	\$ -	\$	\$	5,000
MB241	Castro Valley Local Area Traffic Circulation Improvement	\$ 250	\$ 1,150	\$ 3,600	\$ -	\$ -	\$ -	\$ -	\$	\$	5,000
MB Var	Program-wide and Project Closeout Costs (Note 2)	\$ 161	\$ 1,050	\$ 2,500	\$ 1,700	\$ 339	\$ -	\$ -	\$	\$	5,750
Totals		\$ 108,429	\$ 9,950	\$ 30,453	\$ 17,700	\$ 26,339	\$ 6,750	\$ -	\$	\$	199,621

Notes:

- The amounts shown per FY represent the maximum amount of 1986 Measure B assumed to be expended by the Alameda CTC in the FY shown. These amounts are used as a constraint for the most aggressive spending scenario of the program-wide cashflow model used to analyze the overall 1986 MB Capital Program from a financial perspective. The difference between the actual amount expended by the Alameda CTC in a given FY, including prior FY's, and the maximum shown are assumed available in any subsequent FY without having to recalculate the program-wide cashflow model for approval to expend any carryover amounts. Before the actual amount expended in a given FY can exceed the maximum shown, the program-wide cashflow model will need to be revisited, and possibly recalibrated, before any amount in excess of the maximum shown can be approved.
- The Program-wide and Project Closeout Costs include miscellaneous costs related to program-wide activities and post-construction commitments such as follow up landscaping projects, landscaping maintenance, right of way settlements, right of way close-out, interagency agreement closeout, etc. for 1986 MB capital projects not listed separately. Once project construction is closed out, any remaining amount of 1986 Measure B commitment for the project is moved to this line item for budgeting and cashflow purposes. Individual encumbrances for 1986 Measure B commitments will continue to be brought before the Alameda CTC for approval before expenditures are approved.

Attachment B Page 1 of 1

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Attachment C1

FY 2014/15 Measure B Capital Program Strategic Plan Update
2000 Measure B Capital Project Commitment and Allocation Summary

May 2014

	Total Measure B Commitment (\$ x 1,000)	FY 13/14 Allocations (\$ x 1,000)	Total Allocated Through 13/14 (\$ x 1,000)	FY 14/15 Beginning Programmed Balance (\$ x 1,000)
01 ACE Capital Improvements	\$ 13,184		\$ 11,184	\$ 2,000
02 BART Warm Springs Extension	\$ 224,448		\$ 224,448	\$ -
03 BART Oakland Airport Connector	\$ 89,052		\$ 89,052	\$ -
04 Oakland Downtown Streetscape Project	\$ 6,358		\$ 6,358	\$ -
05 Fruitvale Transit Village - 5A/5B	\$ 4,435		\$ 4,435	\$ -
06 Union City Intermodal Station	\$ 12,561		\$ 12,561	\$ -
07A Telegraph Avenue Corridor Transit Project	\$ 11,510		\$ 11,510	\$ -
07B San Pablo Avenue Corridor Transit Improvement Project	\$ 2,262		\$ 2,262	\$ -
07C Telegraph Avenue Corridor Transit Project - Stage 2	\$ 10,672		\$ 10,672	\$ -
08A I-680 Express Lane - Southbound	\$ 19,697		\$ 15,197	\$ 4,500
08B I-680 Express Lane - Northbound	\$ 15,500		\$ 10,000	\$ 5,500
09 Iron Horse Transit Route	\$ 6,267		\$ -	\$ 6,267
10 I-880/Broadway-Jackson Interchange	\$ 8,101		\$ 8,101	\$ -
11 I-880/Washington Avenue Interchange	\$ 1,335		\$ 1,335	\$ -
12 I-580 Interchange Improvements in Castro Valley	\$ 11,525		\$ 11,525	\$ -
13 Lewelling Boulevard/East Lewelling Boulevard	\$ 13,104		\$ 13,104	\$ -
14A I-580 Auxiliary Lane Westbound (Fallon Road to Tassajara Road)	\$ 2,500		\$ 2,500	\$ -
14B I-580 Auxiliary Lane Westbound (Airway Blvd to Fallon Road)	\$ 2,686		\$ 2,686	\$ -
14C I-580 Auxiliary Lane Eastbound (El Charro Road to Airway Blvd)	\$ 7,843		\$ 7,843	\$ -
15 I-880/Route 92/Whitesell Drive Interchange	\$ 27,037	\$ 14,432	\$ 27,037	\$ -
16 Oakland Local Streets and Roads	\$ 5,278		\$ 5,278	\$ -
17A Hesperian Boulevard/Lewelling Boulevard Widening (Stage 1)	\$ 578		\$ 578	\$ -
17B Hesperian Boulevard/Lewelling Boulevard Widening (Stage 2)	\$ 686		\$ 686	\$ -
18A Westgate Parkway Extension - Stage 1	\$ 7,918		\$ 7,918	\$ -
18B Westgate Parkway Extension - Stage 2	\$ 600		\$ 600	\$ -
19 East 14th St/Hesperian Blvd/150th St Improvements	\$ 3,218		\$ 3,218	\$ -
20 Newark Local Streets	\$ 1,422		\$ 1,422	\$ -
21 I-238 Widening	\$ 81,022		\$ 81,022	\$ -
22 I-680/I-880 Cross Connector Studies	\$ 1,233		\$ 1,233	\$ -
23 Isabel Avenue - Route 84/I-580 Interchange	\$ 26,529	\$ 1,500	\$ 26,529	\$ -
24 Route 84 Expressway Widening	\$ 96,459		\$ 96,459	\$ -
25 Dumbarton Corridor Improvements (Newark and Union City)	\$ 19,367		\$ 6,078	\$ 13,289
26 I-580 Corridor/BART to Livermore Studies	\$ 41,831	\$ 30,000	\$ 41,831	\$ -
27 Emerging Projects	\$ -		\$ -	\$ -
27A Vasco Road Safety Improvements	\$ 1,500		\$ 1,500	\$ -
27B I-80 Integrated Corridor Mobility Project	\$ 2,800		\$ 2,800	\$ -
27C I-880 Corridor Improvements in Oakland and San Leandro	\$ 5,350		\$ 5,350	\$ -
27D CWTP/TEP Development	\$ 50		\$ 50	\$ -
27E Studies for Congested Segments/Locations on the CMP Network	\$ 551		\$ 551	\$ -
Totals	\$ 786,469	\$ 45,932	\$ 754,913	\$ 31,556

Attachment C1 Page 1 of 1

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Attachment C2

FY 2014/15 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Project Allocations and Expended to Date May 2014					
	Total Measure B Commitment (\$ x 1,000)	Total Amount Allocated To Date (\$ x 1,000)	Expended Thru Q3 FY 13/14 (03/31/14) (\$ x 1,000)	Allocated Un-Expended Q4 FY 13/14 (\$ x 1,000)	
01 ACE Capital Improvements	\$ 13,184	\$ 11,184	\$ 8,440	\$ 2,744	
02 BART Warm Springs Extension	\$ 224,448	\$ 224,448	\$ 120,707	\$ 103,741	
03 BART Oakland Airport Connector	\$ 89,052	\$ 89,052	\$ 85,752	\$ 3,300	
04 Oakland Downtown Streetscape Project	\$ 6,358	\$ 6,358	\$ 762	\$ 5,596	
05 Fruitvale Transit Village - 5A/5B	\$ 4,435	\$ 4,435	\$ 4,435	\$ -	
06 Union City Intermodal Station	\$ 12,561	\$ 12,561	\$ 12,561	\$ -	
07A Telegraph Avenue Corridor Transit Project (Note 1)	\$ 11,510	\$ 11,510	\$ 8,956	\$ 2,554	
07B San Pablo Avenue Corridor Transit Improvement Project (Note 1)	\$ 2,262	\$ 2,262	\$ 2,262	\$ -	
07C Telegraph Avenue Corridor Transit Project - Stage 2 (Note 1)	\$ 10,672	\$ 10,672	\$ 10,672	\$ -	
08A I-680 Express Lane - Southbound (Note 2)	\$ 19,697	\$ 15,197	\$ 13,364	\$ 1,833	
08B I-680 Express Lane - Northbound	\$ 15,500	\$ 10,000	\$ 5,596	\$ 4,404	
09 Iron Horse Transit Route	\$ 6,267	\$ -	\$ -	\$ -	
10 I-880/Broadway-Jackson Interchange	\$ 8,101	\$ 8,101	\$ 2,172	\$ 5,929	
11 I-880/Washington Avenue Interchange	\$ 1,335	\$ 1,335	\$ 1,335	\$ -	
12 I-580 Interchange Improvements in Castro Valley (Note 3)	\$ 11,525	\$ 11,525	\$ 11,931	\$ (406)	
13 Lewelling Boulevard/East Lewelling Boulevard	\$ 13,104	\$ 13,104	\$ 13,378	\$ (274)	
14A I-580 Auxiliary Lane Westbound (Fallon Road to Tassajara Road)	\$ 2,500	\$ 2,500	\$ 2,493	\$ 7	
14B I-580 Auxiliary Lane Westbound (Airway Blvd to Fallon Road)	\$ 2,686	\$ 2,686	\$ 587	\$ 2,099	
14C I-580 Auxiliary Lane Eastbound (El Charro Road to Airway Blvd) (Note 4)	\$ 7,843	\$ 7,843	\$ 7,843	\$ -	
15 I-880/Route 92/Whitesell Drive Interchange	\$ 27,037	\$ 27,037	\$ 6,923	\$ 20,114	

Attachment C2 Page 1 of 2

FY 2014/15 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Project Allocations and Expended to Date

May 2014

	Total Measure B Commitment (\$ x 1,000)	Total Amount Allocated To Date (\$ x 1,000)	Expended Thru Q3 FY 13/14 (03/31/14) (\$ x 1,000)	Allocated Un-Expended Q4 FY 13/14 (\$ x 1,000)
16 Oakland Local Streets and Roads	\$ 5,278	\$ 5,278	\$ 5,278	\$ -
17A Hesperian Boulevard/Lewelling Boulevard Widening (Stage 1)	\$ 578	\$ 578	\$ 578	\$ -
17B Hesperian Boulevard/Lewelling Boulevard Widening (Stage 2) (Note 5)	\$ 686	\$ 686	\$ 86	\$ 600
18A Westgate Parkway Extension (Wal-Mart to Williams Street)	\$ 7,918	\$ 7,918	\$ 7,918	\$ -
18B Westgate Parkway Extension (Davis Street) (Note 6)	\$ 600	\$ 600	\$ 130	\$ 470
19 East 14th St/Hesperian Blvd/150th St Improvements (Note 6)	\$ 3,218	\$ 3,218	\$ 339	\$ 2,879
20 Newark Local Streets	\$ 1,422	\$ 1,422	\$ 1,422	\$ -
21 I-238 Widening (Note 4)	\$ 81,022	\$ 81,022	\$ 81,022	\$ -
22 I-680/I-880 Cross Connector Studies	\$ 1,233	\$ 1,233	\$ 862	\$ 371
23 Isabel Avenue - Route 84/I-580 Interchange	\$ 26,529	\$ 26,529	\$ 21,923	\$ 4,606
24 Route 84 Expressway Widening	\$ 96,459	\$ 96,459	\$ 27,158	\$ 69,301
25 Dumbarton Corridor Improvements (Newark and Union City)	\$ 19,367	\$ 6,078	\$ 2,387	\$ 3,691
26 I-580 Corridor/BART to Livermore Studies	\$ 41,831	\$ 41,831	\$ 8,235	\$ 33,596
27 Emerging Projects	\$ -	\$ -	\$ -	\$ -
27A Vasco Road Safety Improvements	\$ 1,500	\$ 1,500	\$ 1,500	\$ -
27B I-80 Integrated Corridor Mobility Project	\$ 2,800	\$ 2,800	\$ 2,406	\$ 394
27C I-880 Corridor Improvements in Oakland and San Leandro	\$ 5,350	\$ 5,350	\$ 2,279	\$ 3,071
27D CWTP/TEP Development	\$ 50	\$ 50	\$ -	\$ 50
27E Studies for Congested Segments/Locations on the CMP Network	\$ 551	\$ 551	\$ -	\$ 551
Totals	\$ 786,469	\$ 754,913	\$ 483,692	\$ 271,221

Attachment C3

FY 2013/14 Measure B Capital Program Strategic Plan Update 2000 Measure B Allocation Plan Schedule May 2014										
\$ x 1,000										
	Total Measure B Commitment	Total Amount Allocated To Date	Remaining Programmed Balance	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 17/18	Totals (Future Allocations)	
01 ACE Capital Improvements	\$ 13,184	\$ 11,184	\$ 2,000					2,000	\$ 2,000	
08A I-680 Express Lane - Southbound	\$ 19,697	\$ 15,197	\$ 4,500			1,000	3,500		\$ 4,500	
08B I-680 Express Lane - Northbound	\$ 15,500	\$ 10,000	\$ 5,500	1,000	4,500				\$ 5,500	
09 Iron Horse Transit Route	\$ 6,267	\$ -	\$ 6,267	6,267					\$ 6,267	
25 Dumbarton Corridor Improvements (Newark and Union City)	\$ 19,367	\$ 6,078	\$ 13,289	1,500	2,000		9,789		\$ 13,289	
Totals (Projects This Sheet)	\$ 74,015	\$ 42,459	\$ 31,556	\$ 8,767	\$ 6,500	\$ 1,000	\$ 13,289	\$ 2,000	\$ 31,556	

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Attachment C4

FY 2014/15 Measure B Capital Program Strategic Plan Update 2000 Measure B Allocation Plan Notes May 2014				
\$ x 1,000				
	Total Measure B Commitment	Total Amount Allocated To Date	Remaining Programmed Balance	
01 ACE Capital Improvements	\$ 13,184	\$ 11,184	\$ 2,000	Remaining 2000 Measure B allocations are anticipated for the Alameda County share of ACE capital costs for various projects approved annually in a list recommended by the SJRRC.
08A I-680 Express Lane - Southbound	\$ 19,697	\$ 15,197	\$ 4,500	The future 2000 Measure B allocations are anticipated for future operation costs above the toll revenues available for operations as approved by the Alameda CTC in December 2012.
08B I-680 Express Lane - Northbound	\$ 15,500	\$ 10,000	\$ 5,500	Remaining 2000 Measure B allocations are anticipated for future project development, system management and integration, right of way and construction phases costs incurred directly by the Alameda CTC.
09 Iron Horse Transit Route	\$ 6,267	\$ -	\$ 6,267	The future 2000 Measure B allocations are anticipated for project development, right of way and construction phase costs incurred by the implementing agency(ies).
25 Dumbarton Corridor Improvements (Newark and Union City)	\$ 19,367	\$ 6,078	\$ 13,289	The future 2000 Measure B allocations are anticipated for on-going project development phases and for implementation of potential phased improvements while funding for the planned overall corridor is identified. Future allocations will be made available to implementing agencies, including funding for costs incurred directly by the Alameda CTC.
Totals (Projects This Sheet)	\$ 74,015	\$ 42,459	\$ 31,556	

Attachment C4 Page 1 of 1

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FY 2014/15 Measure B Capital Program Strategic Plan Update **2000 Measure B Capital Project Line Item Expenditures**

May 2014

		\$ x 1,000 in the FY Shown											
No.	Project Title	Prior to FY 14/15 ⁽¹⁾	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	Totals		
1	ACE Capital Improvements	\$ 8,497	\$ 2,687	\$ -	\$ -	\$ -	\$ 500	\$ 1,500	\$ -	\$ -	\$ 13,184		
2	BART Warm Springs Extension	\$ 131,389	\$ 50,000	\$ 43,059	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 224,448		
3	BART Oakland Airport Connector	\$ 89,052	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 89,052		
4	Downtown Oakland Streetscape	\$ 762	\$ 900	\$ 4,000	\$ 696	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,358		
5	Fruitvale Transit Village	\$ 4,435	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,435		
6	Union City Intermodal Station	\$ 12,561	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,561		
7A	Telegraph Avenue Bus Rapid Transit	\$ 10,142	\$ 1,368	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,510		
7B	San Pablo Avenue Corridor Transit	\$ 2,262	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,262		
7C	Telegraph Avenue Rapid Bus Service	\$ 10,672	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,672		
8	I-680 Express Lane	\$ 20,479	\$ 5,000	\$ 4,000	\$ 1,718	\$ 1,250	\$ 1,000	\$ 750	\$ 1,000	\$ -	\$ 35,197		
9	Ironhorse Trail	\$ -	\$ 400	\$ 4,000	\$ 1,867	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,267		
10	I-880/Broadway-Jackson I/C	\$ 2,421	\$ 3,250	\$ 2,430	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,101		
11	I-880/Washington Ave I/C	\$ 1,335	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,335		
12	I-580 Castro Valley I/C ⁽²⁾	\$ 11,525	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,525		
13	Lewelling/East Lewelling	\$ 13,104	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,104		
14A	I-580 Auxiliary Lanes - W/B Fallon to Tassajara	\$ 2,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500		
14B	I-580 Auxiliary Lanes - W/B Airway to Fallon	\$ 2,599	\$ 87	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,686		
14C	I-580 Auxiliary Lanes - E/B El Charro to Airway	\$ 7,843	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,843		
15	Rte 92/Clawiter-Whitesell I/C	\$ 8,639	\$ 9,500	\$ 8,500	\$ 398	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,037		
16	Oakland Local Streets	\$ 5,278	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,278		
17	Hesperian/Lewelling Widening	\$ 1,264	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,264		

FY 2014/15 Measure B Capital Program Strategic Plan Update **2000 Measure B Capital Project Line Item Expenditures**

May 2014

\$ x 1,000 in the FY Shown											
	Prior to FY 14/15 ⁽¹⁾	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	Totals	
18 Westgate Extension	\$ 8,518	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,518	
19 E. 14th/Hesperian/150th Improvements	\$ 389	\$ 150	\$ 700	\$ 1,750	\$ 229	\$ -	\$ -	\$ -	\$ -	\$ 3,218	
20 Newark Local Streets	\$ 1,422	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,422	
21 I-238 Widening	\$ 81,022	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,022	
22 I-680/I-880 Cross Connector Study	\$ 1,233	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,233	
23 Isabel - Route 84/I-580 I/C	\$ 26,529	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,529	
24 Route 84 Expressway ⁽³⁾	\$ 30,138	\$ 10,000	\$ 11,500	\$ 6,791	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ 59,429 ⁽³⁾	
25 Dumbarton Corridor	\$ 2,894	\$ 1,850	\$ 1,350	\$ 6,500	\$ 6,500	\$ 273	\$ -	\$ -	\$ -	\$ 19,367	
26 I-580 Corridor/BART to Livermore ⁽⁴⁾	\$ 8,569	\$ 28,262	\$ 4,000	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 41,831 ⁽⁴⁾	
27 Congestion Relief Emergency Fund - Unallocated	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
27A Vasco Road	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500	
27B I-80 ICM	\$ 2,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,800	
27C I-880 Corridor Improvements in Oakland and San Leandro	\$ 3,956	\$ 1,394	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,350	
27D CWTP/TEP Development	\$ 50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50	
27E Studies for Congested Segments/Locations on the CMP	\$ 175	\$ 376	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 551	
Totals		\$ 515,954	\$ 115,224	\$ 83,539	\$ 20,720	\$ 8,979	\$ 1,773	\$ 2,250	\$ 1,000	\$ -	\$ 749,439

Notes:

- Amounts shown as "Prior to FY 14/15" are approximations including forecast for the remainder of FY 13/14.
- The remaining expenditures for the I-580 Castro Valley Interchange Project (ACTIA12) are funded by the 1986 MB commitment under Project No. MB239, i.e. net zero future expenditures for ACTIA12.
- A portion of the 2000 MB commitment for the Route 84 Expressway (ACTIA24) South Segment Project has been exchanged for \$37.03 million of STIP funding programmed to the project in the 2012 STIP. The total 2000 MB commitment of \$96.459 million includes the exchange for \$37.03 million (to be paid to the CMA Exchange Fund) and \$59.429 million directly to project costs.
- Amount of 2000 MB Capital funding shown for ACTIA No. 26 includes \$30 million for I-580 Corridor costs related to the implementation of the eastbound and westbound express lane projects.

Attachment D2

FY 2014/15 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Project Advance/Exchange Summary												
May 2014												
		\$ x 1,000 in FY Shown										
		Prior to FY 14/15	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22 & After	Totals	
Sources of Funds (Revenues from Advances)												
1	I-580 EB Aux/HOT Advance Payback from Toll Revenues			\$ 250	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 250		\$	6,500
2	I-580 Corridor Advance Payback from Toll Revenues								\$ 1,250	\$ 28,750	\$	30,000
3	Total Sources of Funds (Repayments)	\$ -	\$ -	\$ 250	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 28,750	\$	36,500

FY 2014/15 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Project Advance/Exchange Summary												
May 2014												
		\$ x 1,000 in FY Shown										
		Prior to FY 14/15	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22 & After	Totals	
Uses of Funds (Expenditures for Advances/Exchanges)												
4	I-580 EB Aux/HOT Advance Expenditures	\$ 2,000	\$ 4,500								\$	6,500
5	2012 STIP Exchange Expenditures (See Detail Sheet)	\$ 4,500	\$ 10,000	\$ 2,000	\$ 20,530						\$	37,030
6	Total Uses of Funds (Expenditures)	\$ 6,500	\$ 14,500	\$ 2,000	\$ 20,530	\$ -	\$ -	\$ -	\$ -	\$ -	\$	43,530

Attachment D2 Page 1 of 1

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FY 2014/15 Measure B Capital Program Strategic Plan Update
2000 Measure B Capital - STIP Exchanges

May 2014

\$ x 1,000 in FY Shown											
	Prior to FY 14/15	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	Totals	
STIP Exchange Projects (2012 & 2014 STIP Exchanges)											
1				\$ 5,000						\$ 5,000	
2				\$ 2,500						\$ 2,500	
3				\$ 1,000						\$ 1,000	
4				\$ 1,500						\$ 1,500	
5				\$ 2,300						\$ 2,300	
6		\$ 8,000								\$ 8,000	
7			\$ 1,000	\$ 1,000						\$ 2,000	
8			\$ 1,000	\$ 1,000						\$ 2,000	
9	\$ 1,000									\$ 1,000	
10	\$ 3,500									\$ 3,500	
11				\$ 3,500						\$ 3,500	
12				\$ 2,000						\$ 2,000	
13		\$ 1,000								\$ 1,000	
14				\$ 200						\$ 200	
15				\$ 530						\$ 530	
16		\$ 1,000								\$ 1,000	
17	\$ 4,500	\$ 10,000	\$ 2,000	\$ 20,530	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 37,030	

Notes:

- 2000 Measure B capital funding from ACTIA No. 24 commitment will be transferred to the Local Exchange Fund to fund the projects listed through the CMAATIP.

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Memorandum

6.8

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: May 15, 2014

SUBJECT: I-580 Eastbound and Westbound Express Lane Projects (PN: 720.4/724.1): Amendment No. 3 to the Professional Services Agreements with URS Corporation (Agreement No. A08-0018 and A11-0024)

RECOMMENDATION: Approve and authorize Executive Director to execute amendments for the Professional Services Agreements (A08-0018 and A11-0024) with URS Corporation in the amount of \$40,000 and \$900,000, respectively, for the I-580 Eastbound and Westbound Express Lane Projects.

Summary

The Alameda CTC is the implementing agency for the project development phase of the I-580 Eastbound and Westbound Express Lane Projects. The Alameda CTC retained URS Corporation to provide the necessary project development services to secure environmental approval and complete civil design for the projects.

Amendment No. 3 to Agreement No. A0800018 will be for an additional amount of \$40,000 and for a total amount not to exceed \$2,606,286 to provide for the additional environmental work for a change from the "limited access" to the "near continuous access" configuration. Amendment No. 3 to Agreement No. A11-0024 will be for an additional amount of \$900,000 and for a total amount not to exceed \$3,086,502 for the additional design required for safety lighting, design changes to the median barrier, to complete contract change order design and for design services during construction. The amendments will also extend the contract time to June 30, 2016 for both of these agreements.

Background

The Eastbound I-580 Express Lane Project proposes to convert the newly constructed eastbound HOV Lane from Hacienda Drive to Greenville Road to a double express lane facility. The Westbound I-580 Express Lane Project proposes to convert the westbound HOV lane, currently under construction from Greenville Road to San Ramon Boulevard/Foothill Road, to a single express lane facility.

The Project Report & Environmental Document Approval (PA&ED) and civil design work for both the eastbound and westbound components is complete. The civil construction of the express lane projects is being implemented through the Contract Change Order

(CCO) process under the on-going construction contracts in the I-580 corridor, the I-580 Westbound HOV East & West Segments and I-580 Eastbound Auxiliary Lane Projects.

URS Corporation has contracts with Alameda CTC to perform environmental services and design work for the I-580 Eastbound and Westbound Express (HOT) Lane Projects. The following work was performed by URS Corporation which was not included in the original contract scope or anticipated at the time the existing contracts were processed.

During the environmental phase of the I-580 Eastbound Express Lane Project, a supplemental Air Quality Conformity Analysis had to be conducted due to a change from the "limited access" to the "near continuous access" configuration. As part of the Safety Analysis Recommendations, Caltrans required significant additional safety lighting which required design modifications to the median concrete barrier, changes to bridge mounted structural sign details and modifications to drainage report and drainage design.

URS Corporation performed a preliminary field verification of Caltrans owned existing empty fiber optics conduits along I-580, assisted in the development of a Memorandum of Understanding with Caltrans for a shared use of these conduits and incorporated design details in the project plans. Additionally, use of these existing conduits for the express lanes will provide a significant financial benefit to the project.

The original contract with URS Corporation covered the development of Plans, Specifications and Estimates (PS&E) for the express lane projects to be advertised as stand-alone construction contracts. When the PS&E was nearly 95% complete, a decision was made to explore implementation of the express lane civil construction through the Contract Change Order (CCO) process under the on-going I-580 Westbound HOV (East & West Segments) and I-580 Eastbound Auxiliary Lane construction contracts to expedite project delivery. This decision required extra effort to convert the PS&E package into three CCO packages.

URS Corporation will be providing design support during construction of the civil work as well as coordinating with Electronic Transaction Consultants Corporation, the System Integrator, during the installation of the electronic tolling equipment.

Table1 and Table 2 summarize the existing and proposed contract actions to Agreements No. A08-0018 and A11-0024 respectively.

Table 1: Summary of Agreement No. A08-0018

Description	Amendment Amount	Total Contract Not to Exceed Amount
Professional Services Agreement with URS Corporation to complete the Project Approval and Environmental Clearance (PA&ED) and Plans, Specifications & Estimates (PS&E) design for one express lane in the eastbound direction, dated August 22, 2008	N/A	\$916,601
Amendment No. 1 to provide PA&ED and PS&E for double lane in the eastbound direction with a limited access configuration, dated December 31, 2011	\$750,000	\$1,666,601
Amendment No. 2 to provide PA&ED and PS&E for a double lane in the eastbound direction with a near continuous access configuration, dated December 31, 2011	\$899,685	\$2,566,286
Proposed Amendment No. 3 to provide for additional environmental work for the change to access configuration	\$40,000	\$2,606,286
Total Amended Contract Not to Exceed Amount		\$2,606,286

Table 2: Summary of Agreement No. A11-0024		
Description	Amendment Amount	Total Contract Not to Exceed Amount
Professional Services Agreement with URS Corporation to complete PA&ED, dated July 1, 2011	N/A	\$686,502
Amendment No. 1 to extend contract time 3 months (Until March 31, 2012), dated November 8, 2012	N/A	\$686,502
Amendment No. 2 to provide PS&E	\$1,500,000	\$2,186,502
Proposed Amendment No. 3 to provide the additional design required for safety lighting, design changes to the median barrier, to complete contract change order design and design services during construction	\$900,000	\$3,086,502
Total Amended Contract Not to Exceed Amount		\$3,086,502

Fiscal Impact

The fiscal impact for approving this item is \$940,000; the action will authorize the encumbrance of additional project funding for subsequent expenditure. This budget is included in the appropriate project funding plans. This encumbrance amount has been included in the Alameda CTC Adopted FY 2013-2014 Operating and Capital Program Budget.

Staff Contact

[Stewart Ng](#), Deputy Director of Programming and Projects

[Gary Sidhu](#), Project Controls Team



Memorandum

6.9

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• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: May 15, 2014

SUBJECT: East Bay SMART Corridors Project (PN 945.0) – Amendment No. 2 to the contract with Aegis ITS, Inc. (Agreement No. A12-0028)

RECOMMENDATION: Approve and authorize the Executive Director to execute an amendment to the Agreement with Aegis ITS Inc. for 1) an additional not-to-exceed budget of \$350,000, 2) extend the contract term to September 30, 2015 and 3) include in the agreement an option to extend the contract term for one additional year with an agreement value not to exceed \$350,000 for the additional year.

Summary

The East Bay SMART Corridors Program consists of purchase, installation and operations and maintenance of equipment used to improve the performance of the transportation systems, by promoting efficient use of the existing roadway, highway, and transit systems. The goal of the SMART Corridors Program is to better manage congestion and incidents, improve transportation safety, mobility and efficiency along various corridors, and efficiently operate and manage express lanes, emergency services, and transit resources. The SMART Corridors Program is funded by the Local Transportation Technology funds available through Vehicle Registration Fee (VRF) Funds.

In June 2012, the Commission approved an agreement with Aegis ITS for maintenance services for Advanced Transportation Management System (ATMS) field elements installed on roadway corridors. In 2013, the agreement was amended to extend the term for one additional year to September 2014. This amendment will extend the contract term to September 30, 2015 and provide additional funding for the balance of the term extension, and would provide the option to extend the contract term for one additional year to continue to maintain the ATMS field elements and to provide the Alameda CTC Express Lane Program with emergency on-call repair service for its electronic and electrical equipment, including conduits, due to either incident or vandalism.

Background

The SMART Corridors Program consists of purchase, installation and operations and maintenance of equipment used to improve the performance of the transportation systems, by promoting efficient use of the existing roadway, highway, and transit systems. The goal of the SMART Corridors Program is to better manage congestion and incidents, improve transportation safety, mobility and efficiency along various corridors, and efficiently operate and manage express lanes, emergency services, and transit resources. In 2011, the Commission established the policy that the Vehicle Registration Fee (VRF) Local Transportation Technology funding would fund the SMART Corridors Program

The SMART Corridors Program field elements support the following corridors:

- East Bay SMART Corridors
 - Interstate 80 (I-80)/San Pablo Avenue (SPA) Corridor
 - Interstate 880 (I-880) Corridor
 - International Boulevard/Telegraph Avenue/East 14th Street (INTEL) Corridor
- Interstate 680 Corridor - Express Lane Support
- Interstate 580 Corridors - Express Lane Support (future)

The East Bay SMART Corridors (EBSC) Program operates and manages a multi-modal Advanced Transportation Management System (ATMS) to support three field elements along the SPA, I-880, & INTEL corridors. The field elements include:

- Closed Circuit Television (CCTV) – Fixed cameras mounted on poles to monitor local street traffic flow conditions providing confirmation of actual traffic conditions and to implementation of appropriate traffic management strategies during an incident.
- Non-Intrusive Vehicle Detection System (VDS) – a microwave motion sensor to detect moving vehicles and provide traffic count data.
- Transit System Priority (TSP) equipment – Equipment that communicates to traffic signals to provide a green extension for Rapid Bus transit vehicles.

The agreement with Aegis ITS (A12-0028), shown in Table A, provides for maintenance services for ATMS field elements. The required maintenance services include annual cleaning, calibration, semi-annual inspection and troubleshooting and performing emergency repair. Emergency repair and maintenance services include responding to knock-downs, thefts, collisions, reported failures and malfunction or other abnormal conditions.

In addition, the agreement provides I-680 Sunol Express Lane program emergency on-call repair service to repair damages to its electronic and electrical equipment, including conduits, due to either incident or vandalism. The future I-580 Express Lanes are also

anticipated to use VRF Local Transportation Technology funding for scope similar to the I-680 Express Lanes.

This ongoing maintenance of equipment will ultimately reduce the operations costs for the system, by providing reliable and updated equipment. This amendment would extend the contract term to September 30, 2015 and provide additional agreement funding. The amendment would also provide an option to extend the contract term for one additional year with an agreement value not to exceed \$350,000 for the additional year.

Table A: Summary of Agreement No. A12-0028			
Contract Status	Work Description	Amendment Amount	Total Contract Not to Exceed Amount
Original Contract (October 1, 2012-September 30, 2013)	Support of ATMS field elements along 80/SPA, I-880, & INTEL corridors and I-680 Sunol Express Lane program emergency on-call repair service	N/A	\$350,000.00
Amendment No. 1 (October 1, 2013-September 30, 2014)	One year time extension	\$0	\$0
Proposed Amendment No. 2 (October 1, 2014-September 30, 2015)	One year time extension and additional budget for continued operations and maintenance <i>(*with an option to extend by one year to September 30, 2016)</i>	\$350,000.00*	\$700,000.00*
Total Amended Contract Not to Exceed Amount			\$700,000.00*

** The option to provide additional one year extension will further encumber \$350,000 in VRF funding for a total not-to-exceed contract amount of \$1,050,000.*

Fiscal Impact: Approval of the recommended actions will encumber \$350,000 in VRF Local Transportation Technology funding for the amendment. This encumbrance amount has been included in the Alameda CTC Adopted FY 2014-2015 Operating and Capital Program Budget. The option to provide additional one year extension will further encumber \$350,000 in VRF funding.

Staff Contact

[Stewart Ng](#), Deputy Director of Programming and Projects

[Raj Murthy](#), Project Controls Team

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Memorandum

6.10

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• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: May 15, 2014

SUBJECT: Webster Street SMART Corridor Project (PN 740.0): Amendment No. 4 to the Professional Services Agreement with TJKM Transportation Consultants, Inc. (Agreement No. A09-006)

RECOMMENDATION: Approve and authorize the Executive Director to execute an amendment to the existing Professional Services Agreement A09-006 with TJKM Transportation Consultants, Inc. for an additional not-to-exceed budget of \$15,000 for design support and system integration services during construction and for a six month time extension.

Summary

Alameda CTC is the sponsor of the Webster Street SMART Corridor Project in Alameda which expands the existing East Bay SMART Corridor System along Webster Street in the city of Alameda. This amendment request is for an additional not-to-exceed budget of \$15,000 and six month time extension which will allow TJKM Transportation Consultants, Inc. to provide continued design support and system integration services as required during construction.

Background

The Alameda CTC in partnership with the City of Alameda, Metropolitan Transportation Commission (MTC), Caltrans and AC Transit are implementing the Webster Street SMART Corridor Project. This project will be an expansion of the existing East Bay SMART Corridors System. The project will install Closed Circuit Television Cameras (CCTV) for monitoring, Video Image Detection (VID) Systems for actuating pre-timed traffic signals, and Microwave Vehicle Detection System (MVDS) devices along Webster Street in the city of Alameda. The field elements will connect to a communications network that will transmit the data to the City of Alameda Traffic Management Center (TMC). The City of Alameda will be responsible for the Operations and Maintenance of this corridor.

An estimated budget of \$42,488 was initially established for design support and system integration services during construction. In order to complete the project, additional design support and system integration services during construction are needed to address

unanticipated field conditions beyond the initial estimate. A summary of previous and proposed amendments for A09-006 is shown in Table A.

Table A: Summary of Agreement No. A09-006			
Contract Status	Work Description	Value	Total Value
Original Contract	Traffic modeling, prepare design report, prepare PS&E, design support during construction and system integration	\$265,207.00	\$265,207.00
Amendment No. 1	Prepare environmental revisions and additional design scope	\$96,989.50	\$362,196.50
Amendment No. 2	Additional scope for design revisions	\$35,000.00	\$397,196.50
Amendment No. 3	Time Extension	\$0	\$397,196.50
Proposed Amendment No. 4	Additional budget for design and system integration services during construction and time extension	\$15,000.00	\$412,196.50
Total Amended Contract Not to Exceed Amount			\$412,196.50

Fiscal Impact: The recommended action will authorize the encumbrance of \$15,000 of funds from the project budget. This encumbrance amount has been included in the Alameda CTC Adopted FY 2013-2014 Operating and Capital Program Budget.

Staff Contact

[Stewart Ng](#), Deputy Director of Programming and Projects

[Connie Fremier](#), Project Controls Team



Memorandum

6.11

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• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: May 15, 2014

SUBJECT: East Bay Greenway Project – Segment 7A (PN 635.1): Agreements for Additional Project Funding and Increases to Contract Budgets as Required to Complete Construction of the Project.

RECOMMENDATION: Approve and authorize the Executive Director to (1) execute the necessary amendments and/or agreements with East Bay Regional Park District to provide additional funding in the amount of \$300,000 and (2) execute amendments to the construction, construction management, and design support contracts up to the additional funding amount and for additional time as required by the project schedule.

Summary

The Alameda CTC is the sponsor of the East Bay Greenway Project – Segment 7A. The project is a half-mile segment of the East Bay Greenway Trail located between 75th and 85th Avenues, adjacent to San Leandro Street and beneath the aerial Bay Area Rapid Transit (BART) tracks, in the City of Oakland.

During the course of construction, tests revealed that disturbed soils had a higher level of contamination than was initially believed to be present. As such, the soils could not be left on site and require removal and disposal at a Class I facility. The costs associated with the removal and disposal of the contaminated material exceeds the current construction capital budget.

In order to complete the project, it is estimated that an additional \$300,000 will be required to fund the construction capital and support costs. East Bay Regional Park District (EBRPD) has committed to fund the shortfall and is pursuing a concurrent action to allocate an additional \$300,000 to the project, which will be presented to the EBRPD Board on May 20, 2014.

Background

The East Bay Greenway – Segment 7A project is a half-mile segment of the East Bay Greenway Trail and is located between 75th and 85th Avenues, adjacent to San Leandro Street and beneath the aerial BART tracks in the City of Oakland. The project started

construction in October 2013 and is anticipated to be completed by summer 2014, with project closeout to be completed late 2014.

The project is currently under construction and is approximately 30% complete. During the course of construction, soils tests revealed that the project site had a higher level of contamination than was previously identified during the design phase. With the current level of contamination, the disturbed soil cannot be left in place and must be removed and disposed of at a Class I facility.

In order to complete the project, it is estimated that an additional \$300,000 is needed to address the mitigation of the contaminated soils and the resulting project delay costs. EBRPD, our project partner, has committed to fund the short fall and is pursuing a concurrent action to allocate an additional \$300,000 to the project which will be presented to the EBRPD Board on May 20, 2014. The Alameda CTC is scheduled to meet on May 22, 2014.

Approval of this request will result in the following agreement modifications:

Table A: East Bay Greenway Project – Segment 7A Agreements Proposed Modifications				
Agreement No.	Firm (Services)	Time Request	Current Approved Not-to-exceed Budget	Proposed Additional Budget
A10-0026	HQE, Inc. (Design)	1 year	\$1,022,659	\$10,000
A13-0020	Ghirardelli Associates, Inc. (Construction Management)	9 months	\$275,800	\$135,000
A12-0023	GradeTech, Inc. (Construction)	N/A	\$1,717,489	\$155,000
Total:				\$300,000

This recommendation is subject to the EBRPD Board's authorization to provide an additional \$300,000 for this project.

Fiscal Impact: The recommended action will authorize the encumbrance of project funds transferred from the East Bay Regional Park District. This encumbrance amount has been included in the Alameda CTC Adopted FY 2013-2014 Operating and Capital Program Budget.

Staff Contact

[Stewart Ng](#), Deputy Director of Programming and Projects

[Connie Fremier](#), Project Controls Team



Memorandum

6.12

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• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: May 15, 2014

SUBJECT: Sales Tax Revenue Budget for FY2013-14

RECOMMENDATION: Approve the revised sales tax revenue budget for FY2013-14 of \$125 million and an increase in the corresponding pass-through and other budgeted expenditures based on the formulas established in the transportation expenditure plan.

Summary

It is recommended that the Commission approve an increase to the Alameda CTC's sales tax revenue budget for FY2013-14 from the currently adopted amount of \$120 million to \$125 million for an increase of \$5 million, and an increase in the corresponding pass-through and other expenditures based on the formulas established in the transportation expenditure plan.

Background

The proposed increase is 4.2 percent higher than the currently adopted budget. Based on receipts to date, sales tax revenues have out-performed the original projection in the budget by 4.5 percent. Overall receipts in the 1st and 2nd quarters of the year were higher than budget by about 3.3 percent. The receipts received over the last couple of months are still estimates until the 3rd quarter adjustment to "true up" the amounts received to date is received in June. The increase in sales tax revenues over the last several months continues to reflect positive changes to the economy in Alameda County. This revised projection exceeds last fiscal year's historical peak level of \$121.1 million. If approved, this revised sales tax projection will be included as a budget adjustment to the FY2013-14 budget, increasing projected revenues by \$5 million and the corresponding pass-through and other budgeted expenditures based on the formulas established in the transportation expenditure plan.

Fiscal Impact

The proposed revision to the Alameda CTC's FY2013-14 sales tax revenue budget would provide additional resources of \$5 million and authorize the corresponding pass-through and other budgeted expenditures based on the formulas established in the transportation expenditure plan.

Staff Contact

[Patricia Reavey](#), Director of Finance

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Memorandum

6.13

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• www.AlamedaCTC.org

DATE: May 15, 2014

SUBJECT: Alameda CTC FY2013-14 Third Quarter Investment Report

RECOMMENDATION: Approve the Alameda CTC FY2013-14 Third Quarter Investment Report

Summary

The Quarterly Investment Report (Attachment A) provides balance and average return on investment information for all cash and investments held by the Alameda CTC as of March 31, 2014. The report also shows balances as of June 30, 2013 for comparison purposes. The *Portfolio Review for Quarter Ending March 31, 2014* (Attachment B) prepared by SunTrust Bank provides a review and outlook of current market conditions, an investment strategy to maximize return without compromising safety and liquidity and an overview of the strategy used to develop the bond proceeds portfolio. Alameda CTC investments are in compliance with the adopted investment policy as of March 31, 2014. Alameda CTC has sufficient cash flow to meet expenditure requirements over the next six months.

Activity

The following are key highlights of cash and investment information as of March 31, 2014:

- In March 2014, Alameda CTC issued Sales Tax Revenue Bonds, Series 2014 which significantly increased the total investment balance of the Alameda CTC since the last quarterly report. The proceeds from the sales of the Series 2014 bonds, net of issuance costs and an initial drawdown of bond related project costs, totaled \$129.3 million. These funds were used to establish an Interest Fund and Project Fund at Union Bank, the bond trustee. The Interest Fund was initially funded with \$20.3 million and the Project Fund with \$108.9 million.
- As of March 31, 2014, total cash and investments held by the Alameda CTC were \$387.6 million with bond proceeds accounting for 33.3% of the total.
- The ACTA investment balance decreased \$1.8 million or 1.4% from the prior year-end balance due to capital projects expenditures. The ACTIA investment balance increased \$152.6 million or 175% mostly related to the receipt of bond proceeds.

The ACCMA investment balance increased \$0.6 million or 2.5% primarily due to the timing between VRF collections and VRF program expenditures.

- Investment yields have declined with the return on investments for the Alameda CTC at 0.28% compared to the prior year's return of 0.57%. Return on investments were projected for the FY2013-14 budget year at varying rates ranging from 0.3% - 0.5% depending on investment type.

Fiscal Impact

There is no fiscal impact.

Attachments

- A. Consolidated Investment Report as of March 31, 2014
- B. Portfolio Review for Quarter Ending March 31, 2014 (provided by SunTrust Bank)
- C. Fixed Income Portfolio as of March 31, 2014

Staff Contact

[Patricia Reavey](#), Director of Finance

[Lily Balinton](#), Accounting Manager

Alameda CTC Consolidated Investment Report As of March 31, 2014						
ACTA	Un-Audited	Interest Earned		FY 2012-2013		
	Investment Balance	Interest earned	As of March 31, 2014 Approx. ROI	Budget	Difference	Investment Balance June 30, 2013
Checking Account	\$ 643,207	\$ 6	0.00%			\$ 990,642
State Treasurer Pool (LAIF)	39,085,564	83,597	0.29%			26,312,847
Investment Advisor ⁽¹⁾	74,910,810	255,865	0.46%			89,135,230
Loan to ACCMA	10,000,000	-				10,000,000
ACTA Total	\$ 124,639,581	\$ 339,467	0.36%	\$ 322,500	\$ 16,967	\$ 126,438,719
						Approx. ROI
						0.82%
ACTIA	Un-Audited	Interest Earned		FY 2012-2013		
	Investment Balance	Interest earned	As of March 31, 2014 Approx. ROI	Budget	Difference	Investment Balance June 30, 2013
Checking Account	\$ 19,098,944	\$ 175	0.00%			\$ 10,825,653
State Treasurer Pool (LAIF)	35,989,814	75,618	0.28%			32,405,385
Investment Advisor ⁽¹⁾	55,656,691	57,337	0.14%			43,976,235
2014 Series A Bond Project Fund	108,759,654	9,352	0.10%			-
2014 Series A Bond Interest Fund	20,312,183	5,939	0.35%			-
ACTIA Total	\$ 239,817,287	\$ 148,421	0.16%	\$ 31,500	\$ 116,921	\$ 87,207,273
						Approx. ROI
						0.26%
ACCMA	Un-Audited	Interest Earned		FY 2012-2013		
	Investment Balance	Interest earned	As of March 31, 2014 Approx. ROI	Budget	Difference	Investment Balance June 30, 2013
Checking Account	\$ 3,275,998	\$ -	0.00%			\$ 2,713,936
State Treasurer Pool (LAIF)	16,047,600	34,198	0.28%			14,848,174
Project Deferred Revenue ⁽²⁾	13,842,838	27,464	0.26%			15,030,817
Loan from ACTA	(10,000,000)	-				(10,000,000)
ACCMA Total	\$ 23,166,436	\$ 61,662	0.35%	\$ -	\$ 61,662	\$ 22,592,926
						Approx. ROI
						0.43%
ACTC TOTAL	\$ 387,623,303	\$ 549,551	0.28%	\$ 354,000	\$ 195,551	\$ 236,238,919
						\$ 1,355,373

Notes:

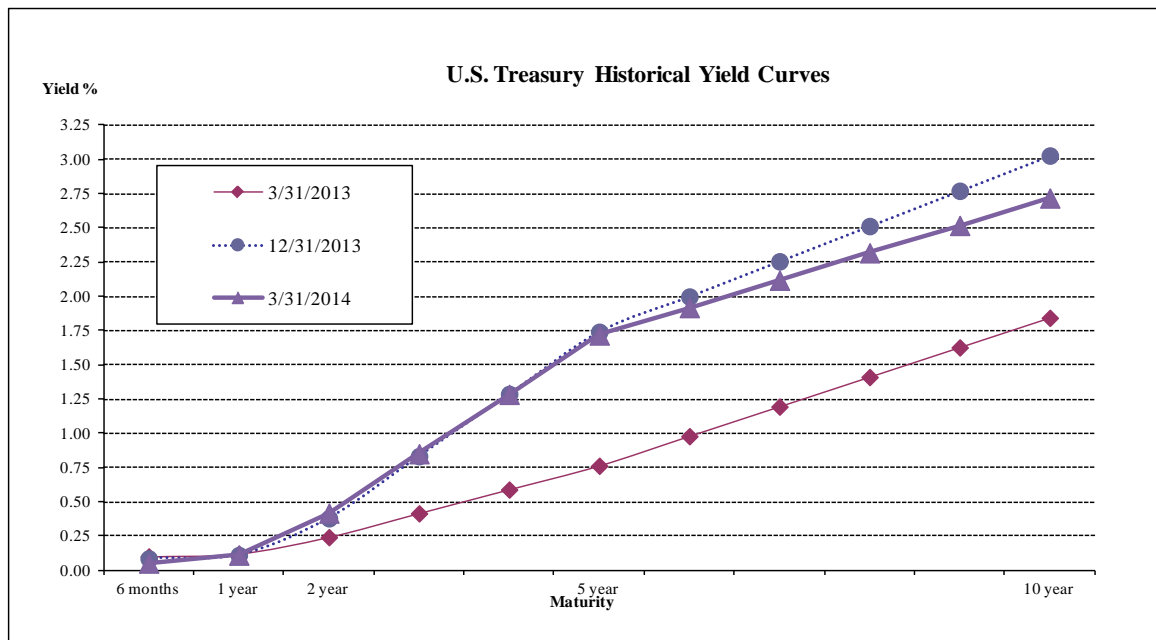
- (1) See attachments for detail of investment holdings managed by Investment Advisor.
 (2) Project funds in deferred revenue are invested in LAIF with interest accruing back to the respective fund which include TVTC, San Leandro Marina, TCRP, PTMISEA and Cal EMA.
 (3) All investments are marked to market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

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Alameda County Transportation Commission Portfolio Review for Quarter Ending March 31, 2014

Fixed Income Market Review and Outlook

Interest rates were unchanged to modestly lower over the first quarter of the year. The quarter started with interest rates falling due to weaker than expected economic news. As the quarter progressed, the softness in the economic data was largely attributed to poor weather. Typically when economic activity is depressed by inclement weather there is a rebound in activity once the adverse conditions are no longer present. By the end of the quarter expectations of an upcoming rebound in economic growth in combination with a more upbeat assessment from the Federal Reserve brought interest rates back to the level where they began the year.



Data Source: Bloomberg Finance L.P.

SunTrust remains positive on the outlook for economic growth in 2014 and believes interest rates will continue their gradual rise. We also expect the pace of economic growth will be sufficient enough to prompt the Federal Reserve to begin raising the Federal Funds Rate by the Fall of 2015. The timing and pace of the eventual increase in the Federal Funds rate is perhaps the single most important factor in determining the outcome for the portfolios. These expectations are the primary factor in determining whether short-term rates rise or fall and the shape of the yield curve as depicted in the graph above.

Recently, the members of the Federal Reserve Board began to publish its expectations of where the Federal Funds Rate would likely be at the end of the next several years. Of the 16 voting and non-voting members of the Board, all but one felt the Federal Funds rate would remain at current levels this year. Looking further ahead, all but two felt the initial increase in the level of the Federal Funds rate would occur sometime next year. In the long run, most members of the Federal Reserve Board expect the Federal Funds rate to settle around 4%. While there is a large and growing consensus that the first rate hike from the Federal Reserve will occur next year, there is less agreement on the pace of successive hikes. Given the current exceptionally low level of short-term interest rates as well as our anticipated level of future inflation, we believe the pace of successive rate hikes will be faster than most expect. Consistent with this view, we continue to recommend a lower than normal exposure to interest rate risk for your portfolios.

Strategy

Over the foreseeable future SunTrust expects interest rates to move gradually higher. Currently the portfolio's sensitivity to a change in interest rates is modestly below that of the benchmark. The current low rate environment leaves the bond market without much of a yield cushion to avoid negative rates of returns should interest rates begin to rise more than already anticipated by the market.

Given our outlook and the current level of uncertainty in the markets, we are comfortable keeping the portfolio's exposure to a change in interest rates near that of the benchmark.

For the time being, we are recommending any surplus cash flows from maturing issues be rolled over into LAIF. As opportunities present themselves we will be strategically placing investments where we believe they can provide a higher return than LAIF.

As of the end of the quarter, the consolidated Alameda CTC ACTA/ACTIA portfolio consisted of 53.6% US Government Agency securities, 20.8% US Treasury securities, 20.2% High Grade Corporate Bonds, 0% Certificates of Deposit, 5.0% Commercial Paper and 0.4% in cash and cash equivalents.

Compliance with Investment Policy Statement

For the quarter ending March 31, 2014, the Alameda CTC portfolio was in compliance with the adopted investment policy statement.

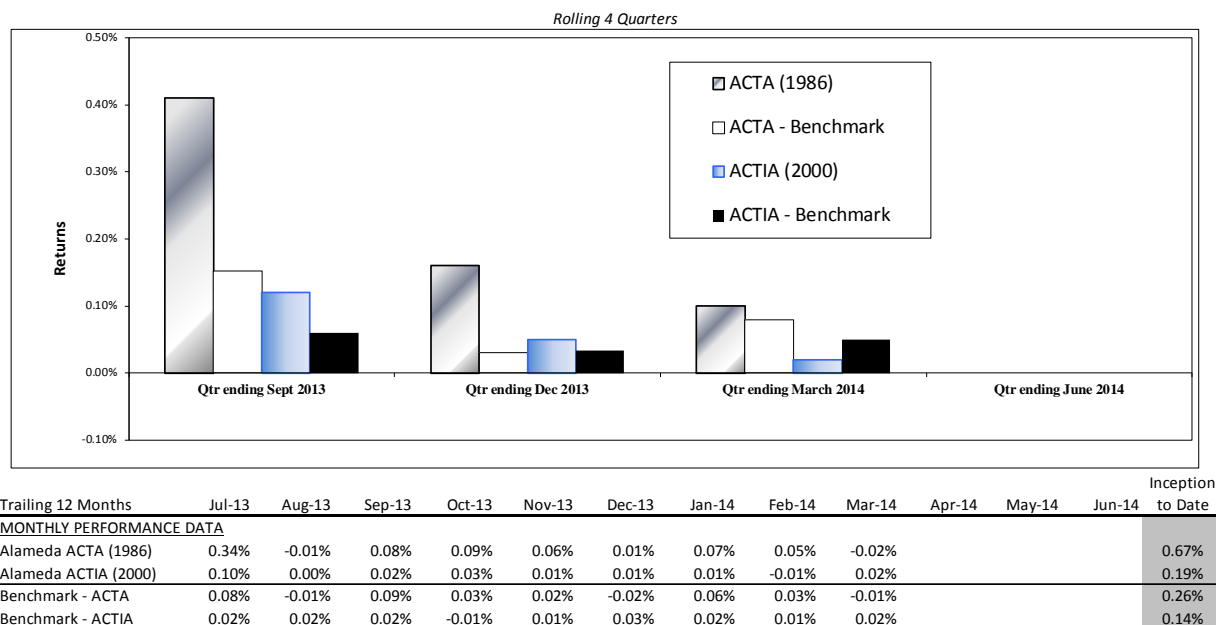
Budget Impact

The portfolio's performance is reported on a total economic return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses). For the quarter ending March 31, the ACTA (1986 Measure B) portfolio returned **0.10%** percent. This compares to the benchmark return of **0.08%** percent. For the quarter ending March 31, the ACTIA (2000 Measure B) portfolio returned **0.02%** percent. This compares to the benchmark return of **0.05%** percent. The exhibit below shows the performance of the Alameda CTC's portfolios relative to their respective benchmarks for the quarter.

The portfolio's yield to maturity, the return the portfolio will earn in the future if all securities are held to maturity is also reported. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending March 31, the ACTA (1986 Measure B) portfolio's yield to maturity or call was **0.31%**. The benchmark's yield to maturity was **0.18%**. For the quarter ending March 31, the ACTIA (2000 Measure B) portfolio's yield to maturity or call was **0.24%**. The benchmark's yield to maturity was **0.10%**.

Alameda CTC

Quarterly Review - Account vs. Benchmark



Bond Proceeds Portfolios

On March 4, 2014, in conjunction with the issuance of the Alameda County Transportation Commission Sales Tax Revenue Bonds, Series 2014, (the Series 2014 Bonds), Alameda CTC established both an ***Interest Fund*** and ***Project Fund*** at Union Bank of California, the Series 2014 Bond trustee. These portfolios were initially funded with \$20,335,886 in the Interest Fund and \$108,944,688 in the Project Fund, which was an amount net of the initial drawdown for bond related project costs incurred prior to closing.

The portfolios were invested by buying allowable high grade fixed income securities with maturities that matched the anticipated cash outlays. For the Interest Fund cash outlays include the interest payable on the Series 2014 Bonds that is required to be set aside in an interest reserve fund. For the Project Fund cash outlays include allocations to those projects that were identified to be funded with the Series 2014 Bond proceeds in the bond documents. The portfolios were designed to be 'buy and hold' portfolios with securities maturing in time to fund any anticipated cash flows.

As of March 4, 2014, the average life of the cash flows for the Interest Fund was roughly 2.0 Years while the average life of the cash flows of the project fund were anticipated to be approximately 8 months.

One way to measure the anticipated return of the portfolios is their *yield to maturity*. This is the return the portfolio will earn in the future if all securities are held to maturity as designed. This calculation is based on the current market value of the portfolio. For the quarter ending March 31, the Interest Fund portfolio's yield to maturity was **0.60%** and the Project Fund portfolio's yield to maturity was **0.17%**. By comparison, an investment in a U.S Treasury note of comparable average maturity at the end of the quarter would yield **0.42%** and **0.05%** respectively.

Another method of measuring the consolidated portfolio's yield to maturity is the yield of the portfolio at cost. This calculation is based on the value of the portfolio at cost and does not include any unrealized gains or losses as part of its computation. As of the end of the quarter, the Interest Fund portfolio's rate of return on investments, at cost, was **0.51%**, and the Project Fund portfolio's rate of return on investments, at cost, was **0.14%**. By comparison, using this same cost method, an investment in a U.S Treasury note of comparable average maturity at the time of initial investment would have yielded **0.33%** and **0.07%** respectively. Over time, as the shorter-term securities roll off and the higher yielding longer-term securities remain, the yield of the portfolio at original cost will rise.

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

SunTrust Bank
FIXED INCOME PORTFOLIO - SETTLED TRADES
Alameda CTC
ACTA 1986 Measure B
March 31, 2014

Par Value	Symbol	Security	Moody Rating	S&P Rating	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Market Value +Accr.Int.	Pct. Assets	Yield To Mat.	Dura- tion
CORPORATE BONDS													
3,000,000	452308ah2	Illinois Tool Works Inc 5.150% Due 04-01-14	WR	A+	101.98	3,059,445.00	100.00	3,000,000.00	77,250.00	3,077,250.00	4.1	0.00	0.0
3,500,000	94974bfe5	Wells Fargo 1.500% Due 07-01-15	A2	A+	101.28	3,544,660.00	101.16	3,540,733.00	13,125.00	3,553,858.00	4.7	0.56	1.2
3,500,000	46623ejr1	JPMorgan Chase & Co MTN BE 1.100% Due 10-15-15	A3	A	100.02	3,500,875.00	100.41	3,514,364.00	17,752.78	3,532,116.78	4.7	0.83	1.5
3,500,000	36962g4t8	GE Capital Corp MTN BE 2.250% Due 11-09-15	A1	AA+	102.62	3,591,700.00	102.66	3,592,942.50	31,062.50	3,624,005.00	4.8	0.58	1.6
1,600,000	06406heg2	Bank New York MTN BE 0.700% Due 03-04-16	A1	A+	99.82	1,597,200.00	99.83	1,597,259.20	840.00	1,598,099.20	2.1	0.79	1.9
900,000	064159bv7	Bank of Nova Scotia 0.950% Due 03-15-16	Aa2	A+	100.21	901,854.00	100.60	905,396.40	380.00	905,776.40	1.2	0.64	1.9
CORPORATE BONDS Total							16,195,734.00	16,150,695.10	140,410.28	16,291,105.38	21.7	0.55	1.2
GOVERNMENT AGENCY ISSUES													
3,319,000	31398a3g5	Federal Natl Mtg Assn 1.500% Due 09-08-14	Aaa	AA+	101.68	3,374,626.44	100.62	3,339,508.10	3,180.71	3,342,688.81	4.4	0.08	0.4
2,500,000	3135g0dw0	Federal Natl Mtg Assn 0.625% Due 10-30-14	Aaa	AA+	100.59	2,514,650.00	100.27	2,506,840.00	6,510.42	2,513,350.42	3.3	0.16	0.6
1,775,000	3134g3h78	Federal Home Loan Mtg Corp 0.350% Due 12-05-14	Aaa	AA+	100.15	1,777,593.28	100.04	1,775,660.30	2,001.81	1,777,662.11	2.4	0.29	0.7
5,000,000	3134g4er5	Federal Home Loan Mtg Corp 0.500% Due 08-19-15	Aaa	AA+	100.01	5,000,550.00	100.10	5,004,895.00	2,916.67	5,007,811.67	6.7	0.43	1.4
700,000	3135g0nv1	Federal Natl Mtg Assn 0.500% Due 09-28-15	Aaa	AA+	100.40	702,814.00	100.36	702,506.00	29.17	702,535.17	0.9	0.26	1.5
5,000,000	3135g0xh1	Federal Natl Mtg Assn 0.500% Due 05-20-16	Aaa	AA+	99.54	4,977,000.00	99.74	4,987,205.00	9,097.22	4,996,302.22	6.6	0.62	2.1
675,000	3133834r9	Federal Home Loan Banks 0.375% Due 06-24-16	Aaa	AA+	99.69	672,934.50	99.59	672,243.30	682.03	672,925.33	0.9	0.56	2.2
GOVERNMENT AGENCY ISSU Total							19,020,168.22	18,988,857.70	24,418.02	19,013,275.72	25.3	0.37	1.3
GOVERNMENT BONDS													
500,000	912828ud0	United States Treas Nts 0.125% Due 12-31-14	Aaa	AA+	100.00	500,000.00	100.02	500,117.00	155.39	500,272.39	0.7	0.09	0.8
11,000,000	912828uw8	United States Treas Nts 0.250% Due 04-15-16	Aaa	AA+	99.56	10,951,875.00	99.59	10,954,449.00	12,616.76	10,967,065.76	14.6	0.45	2.0
3,000,000	912828vc1	United States Treas Nts 0.250% Due 05-15-16	Aaa	AA+	99.70	2,990,859.36	99.48	2,984,298.00	2,817.68	2,987,115.68	4.0	0.50	2.1
GOVERNMENT BONDS Total							14,442,734.36	14,438,864.00	15,589.82	14,454,453.82	19.2	0.45	2.0

SunTrust Bank
FIXED INCOME PORTFOLIO - SETTLED TRADES
Alameda CTC
ACTA 1986 Measure B
March 31, 2014

Par Value	Symbol	Security	Moody Rating	S&P Rating	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Market Value +Accr.Int.	Pct. Assets	Yield To Mat.	Duration
GOVERNMENT BONDS - ZERO COUPON													
1,500,000	313589xj7	Federal Natl Mtg Assn Disc Nt	Aaa	AA+	99.99	1,499,814.58	100.00	1,499,928.00	0.00	1,499,928.00	2.0	0.03	0.2
5,000,000	313589xy4	0.000% Due 05-28-14 Federal Natl Mtg Assn Disc Nt	Aaa	AA+	99.94	4,996,875.00	99.99	4,999,705.00	0.00	4,999,705.00	6.7	0.03	0.2
11,500,000	313397yn5	0.000% Due 06-11-14 Federal Home Loan Mtg Corp Disc Nt	Aaa	AA+	99.93	11,492,192.77	99.99	11,499,183.50	0.00	11,499,183.50	15.3	0.03	0.2
1,500,000	313385a30	0.000% Due 06-25-14 Federal Home Loan Bank Cons Disc Nt	Aaa	AA+	99.96	1,499,422.50	99.98	1,499,746.50	0.00	1,499,746.50	2.0	0.05	0.3
3,000,000	313385a89	0.000% Due 08-01-14 Federal Home Loan Bank Cons Disc Nt	Aaa	AA+	99.96	2,998,807.50	99.98	2,999,472.00	0.00	2,999,472.00	4.0	0.05	0.4
1,000,000	313589g23	0.000% Due 08-06-14 Federal Natl Mtg Assn Disc Nt	Aaa	AA+	99.95	999,550.00	99.98	999,765.00	0.00	999,765.00	1.3	0.05	0.5
GOVERNMENT BONDS - ZER Total													
						23,486,662.35		23,497,800.00	0.00	23,497,800.00	31.3	0.03	0.3
COMMERCIAL PAPER													
1,500,000	1912lbf2	Coca-Cola Co 0.000% Due 05-15-14	P-1	A-1+	99.98	1,499,746.67	99.98	1,499,775.00	0.00	1,499,775.00	2.0	0.12	0.1
COMMERCIAL PAPER Total													
						1,499,746.67		1,499,775.00	0.00	1,499,775.00	2.0	0.12	0.1
CASH AND EQUIVALENTS													
61747c70s		Morgan Stanley Government Inst				399,543.31		399,543.31		399,543.31	0.5		
CASH AND EQUIVALENTS Total													
						399,543.31		399,543.31		399,543.31	0.5		
TOTAL PORTFOLIO													
						75,044,588.91		74,975,535.11	180,418.12	75,155,953.23	100.0	0.31	1.1

SunTrust Bank
FIXED INCOME PORTFOLIO - SETTLED TRADES
Alameda CTC
ACTIA 2000 Measure B
March 31, 2014

Par Value	Symbol	Security	Moody Rating	S&P Rating	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Market Value +Accr.Int.	Pct. Assets	Yield To Mat.	Duration
CORPORATE BONDS													
2,500,000	911312a0	United Parcel Service Inc 3.875% Due 04-01-14	WR	NR	102.07	2,551,775.00	100.00	2,500,000.00	48,437.50	2,548,437.50	4.6	0.00	0.0
2,500,000	46625hnn3	JPMorgan Chase & Co 4.650% Due 06-01-14	A3	A	101.50	2,537,575.00	100.70	2,517,450.00	38,750.00	2,556,200.00	4.6	0.44	0.2
3,000,000	03523tbl1	Anheuser-Busch InBev Worldwide 1.500% Due 07-14-14	A2	A	100.44	3,013,080.00	100.28	3,008,475.00	9,625.00	3,018,100.00	5.4	0.50	0.3
2,000,000	91159hgu8	US Bancorp MTNS BE 3.150% Due 03-04-15	A1	A+	102.70	2,053,980.00	102.58	2,051,634.00	4,725.00	2,056,359.00	3.7	0.35	0.9
CORPORATE BONDS Total						10,156,410.00		10,077,559.00	101,537.50	10,179,096.50	18.3	0.33	0.3
GOVERNMENT AGENCY ISSUES													
5,000,000	3135g0hgl	Federal Natl Mtg Assn 0.375% Due 03-16-15	Aaa	AA+	100.22	5,010,850.00	100.20	5,010,055.00	781.25	5,010,836.25	9.0	0.16	1.0
1,500,000	3134g36g0	Federal Home Loan Mtg Corp 0.350% Due 03-18-15	Aaa	AA+	100.19	1,502,806.50	100.13	1,501,914.00	189.58	1,502,103.58	2.7	0.22	1.0
1,000,000	3137eadd8	Federal Home Loan Mtg Corp 0.500% Due 04-17-15	Aaa	AA+	100.36	1,003,600.00	100.32	1,003,202.00	2,277.78	1,005,479.78	1.8	0.19	1.0
GOVERNMENT AGENCY ISSU Total						7,517,256.50		7,515,171.00	3,248.61	7,518,419.61	13.5	0.18	1.0
GOVERNMENT BONDS													
2,870,000	912828tf7	United States Treas Nts 0.125% Due 07-31-14	Aaa	AA+	100.02	2,870,560.55	100.02	2,870,559.65	584.70	2,871,144.35	5.1	0.07	0.3
10,000,000	912828uw8	United States Treas Nts 0.250% Due 04-15-16	Aaa	AA+	99.57	9,957,048.00	99.59	9,958,590.00	11,469.78	9,970,059.78	17.9	0.45	2.0
GOVERNMENT BONDS Total						12,827,608.55		12,829,149.65	12,054.48	12,841,204.13	23.0	0.37	1.7
GOVERNMENT BONDS - ZERO COUPON													
2,000,000	313385vq6	Federal Home Loan Bank Cons Disc Nt 0.000% Due 04-16-14	Aaa	AA+	99.92	1,998,340.83	100.00	1,999,974.00	0.00	1,999,974.00	3.6	0.03	0.0
2,500,000	313589xj7	Federal Natl Mtg Assn Disc Nt 0.000% Due 05-28-14	Aaa	AA+	99.99	2,499,690.97	100.00	2,499,880.00	0.00	2,499,880.00	4.5	0.03	0.2
3,500,000	313397yn5	Federal Home Loan Mtg Corp Disc Nt 0.000% Due 06-25-14	Aaa	AA+	99.93	3,497,623.89	99.99	3,499,751.50	0.00	3,499,751.50	6.3	0.03	0.2
2,130,000	313385zz2	Federal Home Loan Bank Cons Disc Nt 0.000% Due 07-30-14	Aaa	AA+	99.97	2,129,313.67	99.99	2,129,716.71	0.00	2,129,716.71	3.8	0.04	0.3

SunTrust Bank
FIXED INCOME PORTFOLIO - SETTLED TRADES
Alameda CTC
ACTIA 2000 Measure B
March 31, 2014

Par Value	Symbol	Security	Moody Rating	S&P Rating	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Market Value +Accr.Int.	Pct. Assets	Yield To Mat.	Duration
5,000,000	313589g23	Federal Natl Mtg Assn Disc Nt	Aaa	AA+	99.95	4,997,750.00	99.98	4,998,825.00	0.00	4,998,825.00	9.0	0.05	0.5
5,000,000	313397l41	0.000% Due 09-17-14 Federal Home Loan Mtg Corp Disc Nt	Aaa	AA+	99.94	4,997,150.00	99.97	4,998,310.00	0.00	4,998,310.00	9.0	0.06	0.6
		0.000% Due 10-21-14											
		GOVERNMENT BONDS - ZER Total				20,119,869.36		20,126,457.21	0.00	20,126,457.21	36.1	0.04	0.4
COMMERCIAL PAPER													
2,500,000	1912lbf2	Coca-Cola Co	P-1	A-1+	99.98	2,499,577.78	99.98	2,499,625.00	0.00	2,499,625.00	4.5	0.12	0.1
2,500,000	36959jfr9	0.000% Due 05-15-14 GE Capital Corp	P-1	A-1+	99.97	2,499,375.00	99.75	2,493,750.00	0.00	2,493,750.00	4.5	1.06	0.2
		0.000% Due 06-25-14											
		COMMERCIAL PAPER Total				4,998,952.78		4,993,375.00	0.00	4,993,375.00	9.0	0.59	0.2
CASH AND EQUIVALENTS													
	61747c70s	Morgan Stanley Government Inst				107,568.53		107,568.53		107,568.53	0.2		
		CASH AND EQUIVALENTS Total				107,568.53		107,568.53		107,568.53	0.2		
TOTAL PORTFOLIO													
						55,727,665.72		55,649,280.39	116,840.59	55,766,120.98	100.0	0.24	0.7

SunTrust Bank
FIXED INCOME PORTFOLIO - SETTLED TRADES
Alameda CTC
Interest Fund
March 31, 2014

Par Value	Symbol	Security	Moody Rating	S&P Rating	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Market Value +Accr.Int.	Pct. Assets	Yield To Mat.	Duration
CORPORATE BONDS													
1,000,000	46625hhp8	JPMorgan Chase & Co 3.700% Due 01-20-15	A3	A	102.83	1,028,270.00	102.52	1,025,172.00	7,297.22	1,032,469.22	5.1	0.55	0.8
1,000,000	713448ca4	PepsiCo Inc 0.700% Due 08-13-15	A1	A-	100.48	1,004,800.00	100.23	1,002,301.00	933.33	1,003,234.33	4.9	0.53	1.4
950,000	17275rac6	Cisco Systems Inc 5.500% Due 02-22-16	A1	AA-	109.62	1,041,409.00	109.21	1,037,542.50	5,660.42	1,043,202.92	5.1	0.59	1.8
1,000,000	084664bx8	Berkshire Hathaway Fin Corp 0.950% Due 08-15-16	Aa2	AA	100.76	1,007,570.00	100.51	1,005,150.00	1,213.89	1,006,363.89	5.0	0.73	2.3
1,000,000	69353rcg1	PNC Bank NA Pitt PA 1.125% Due 01-27-17	A2	A	100.05	1,000,550.00	99.66	996,578.00	1,968.75	998,546.75	4.9	1.25	2.8
950,000	478160aq7	Johnson & Johnson 5.550% Due 08-15-17	Aaa	AAA	115.02	1,092,709.00	114.10	1,083,949.05	6,737.08	1,090,686.13	5.4	1.26	3.1
CORPORATE BONDS Total								6,150,692.55	23,810.69	6,174,503.24	30.4	0.82	2.0
GOVERNMENT BONDS													
600,000	912828t4	United States Treas Nts 0.250% Due 08-31-14	Aaa	AA+	100.08	600,468.75	100.07	600,421.80	126.36	600,548.16	3.0	0.08	0.4
1,800,000	912828se1	United States Treas Nts 0.250% Due 02-15-15	Aaa	AA+	100.10	1,801,804.69	100.10	1,801,828.80	546.96	1,802,375.76	8.9	0.13	0.9
1,800,000	912828vu1	United States Treas Nts 0.375% Due 08-31-15	Aaa	AA+	100.21	1,803,796.88	100.25	1,804,429.69	568.61	1,804,998.30	8.9	0.20	1.4
1,800,000	912828b82	United States Treas Nts 0.250% Due 02-29-16	Aaa	AA+	99.82	1,796,695.31	99.73	1,795,219.20	379.08	1,795,598.28	8.8	0.39	1.9
1,800,000	912828vr8	United States Treas Nts 0.625% Due 08-15-16	Aaa	AA+	100.15	1,802,671.88	100.03	1,800,561.60	1,367.40	1,801,929.00	8.9	0.61	2.4
1,800,000	912828b74	United States Treas Nts 0.625% Due 02-15-17	Aaa	AA+	99.75	1,795,429.67	99.37	1,788,609.37	1,367.40	1,789,976.78	8.8	0.85	2.8
1,540,000	912828tm2	United States Treas Nts 0.625% Due 08-31-17	Aaa	AA+	98.58	1,518,163.28	98.30	1,513,892.19	810.80	1,514,702.99	7.5	1.13	3.4
750,000	912828ur9	United States Treas Nts 0.750% Due 02-28-18	Aaa	AA+	98.00	734,970.70	97.70	732,714.75	473.85	733,188.60	3.6	1.36	3.8
GOVERNMENT BONDS Total								11,837,677.40	5,640.46	11,843,317.86	58.3	0.56	2.1
GOVERNMENT BONDS - ZERO COUPON													
1,000,000	313385d52	Federal Home Loan Bank Cons Disc Nt 0.000% Due 08-27-14	Aaa	AA+	99.96	999,619.86	99.98	999,794.00	0.00	999,794.00	4.9	0.05	0.4
GOVERNMENT BONDS - ZER Total								999,794.00	0.00	999,794.00	4.9	0.05	0.4
COMMERCIAL PAPER													
1,000,000	19121bhu6	Coca-Cola Co 0.000% Due 08-28-14	P-1	A-1+	99.94	999,370.00	99.95	999,500.00	0.00	999,500.00	4.9	0.12	0.4
COMMERCIAL PAPER Total								999,500.00	0.00	999,500.00	4.9	0.12	0.4

SunTrust Bank
FIXED INCOME PORTFOLIO - SETTLED TRADES
Alameda CTC
Interest Fund
March 31, 2014

Par Value	Symbol	Security	Moody Rating	S&P Rating	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Market Value +Accr.Int.	Pct. Assets	Yield To Mat.	Dura- tion
CASH AND EQUIVALENTS													
	61747c70s	Morgan Stanley Government Inst				290,534.76		290,534.76		290,534.76	1.4		
		CASH AND EQUIVALENTS Total				290,534.76		290,534.76		290,534.76	1.4		
TOTAL PORTFOLIO													
						20,318,833.78		20,278,198.71	29,451.16	20,307,649.87	100.0	0.60	1.9

SunTrust Bank
FIXED INCOME PORTFOLIO - SETTLED TRADES
Alameda CTC
Project Fund
March 31, 2014

Par Value	Symbol	Security	Moody Rating	S&P Rating	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Market Value +Accr.Int.	Pct. Assets	Yield To Mat.	Dura- tion
CORPORATE BONDS													
4,000,000	03523b11	Anheuser-Busch InBev Worldwide	A2	A	100.44	4,017,440.00	100.28	4,011,300.00	12,833.33	4,024,133.33	3.7	0.50	0.3
4,000,000	459200gz8	1.500% Due 07-14-14 Intl Business Machines	Aa3	AA-	100.45	4,017,840.00	100.35	4,013,892.00	14,583.33	4,028,475.33	3.7	0.28	0.6
4,000,000	46625hnp8	0.875% Due 10-31-14 JPMorgan Chase & Co	A3	A	102.83	4,113,080.00	102.52	4,100,688.00	29,188.89	4,129,876.89	3.8	0.55	0.8
4,000,000	94974beu0	3.700% Due 01-20-15 Wells Fargo Co MTN BE	A2	A+	103.58	4,143,280.00	103.22	4,128,944.00	66,861.11	4,195,805.11	3.9	0.51	1.0
3,900,000	589331ap2	3.625% Due 04-15-15 Merck & Co Inc	A1	AA	104.59	4,079,127.00	104.26	4,066,241.40	39,000.00	4,105,241.40	3.8	0.57	1.2
CORPORATE BONDS Total						20,370,767.00		20,321,065.40	162,466.67	20,483,532.07	18.8	0.48	0.8
GOVERNMENT BONDS													
2,000,000	912828ta8	United States Treas Nts 0.250% Due 06-30-14	Aaa	AA+	100.05	2,001,093.75	100.05	2,000,938.00	1,243.09	2,002,181.09	1.8	0.06	0.3
4,000,000	912828t47	United States Treas Nts 0.125% Due 07-31-14	Aaa	AA+	100.02	4,000,781.25	100.02	4,000,780.00	814.92	4,001,594.92	3.7	0.07	0.3
10,000,000	912828rz5	United States Treas Nts 0.250% Due 01-15-15	Aaa	AA+	100.11	10,010,742.19	100.11	10,010,940.00	5,179.56	10,016,119.56	9.2	0.11	0.8
12,000,000	912828sp6	United States Treas Nts 0.375% Due 04-15-15	Aaa	AA+	100.24	12,028,593.75	100.23	12,028,128.00	20,645.60	12,048,773.60	11.1	0.15	1.0
8,000,000	912828vn7	United States Treas Nts 0.250% Due 07-31-15	Aaa	AA+	100.08	8,006,562.50	100.09	8,007,184.00	3,259.67	8,010,443.67	7.4	0.18	1.3
GOVERNMENT BONDS Total						36,047,773.44		36,047,970.00	31,142.84	36,079,112.84	33.1	0.13	0.9
GOVERNMENT BONDS - ZERO COUPON													
9,000,000	313385vv5	Federal Home Loan Bank Cons Disc Nt	Aaa	AA+	99.99	8,999,381.25	100.00	8,999,847.00	0.00	8,999,847.00	8.3	0.03	0.1
5,500,000	313385vu6	0.000% Due 04-21-14 Federal Home Loan Bank Cons Disc Nt	Aaa	AA+	99.99	5,499,486.67	100.00	5,499,802.00	0.00	5,499,802.00	5.0	0.03	0.1
5,000,000	313385zz2	0.000% Due 05-14-14 Federal Home Loan Bank Cons Disc Nt	Aaa	AA+	99.97	4,998,388.90	99.99	4,999,335.00	0.00	4,999,335.00	4.6	0.04	0.3
12,000,000	313397141	0.000% Due 07-30-14 Federal Home Loan Mfg Corp Disc Nt	Aaa	AA+	99.94	11,993,160.00	99.97	11,995,944.00	0.00	11,995,944.00	11.0	0.06	0.6
GOVERNMENT BONDS - ZER Total						31,490,416.82		31,494,928.00	0.00	31,494,928.00	28.9	0.04	0.3
TREASURY BILLS													
3,000,000	912796ck3	United States Treas Bills 0.000% Due 05-08-14	Aaa	AA+	99.99	2,999,741.67	100.00	2,999,907.00	0.00	2,999,907.00	2.8	0.03	0.1

SunTrust Bank
FIXED INCOME PORTFOLIO - SETTLED TRADES
Alameda CTC
Project Fund
March 31, 2014

Par Value	Symbol	Security	Moody Rating	S&P Rating	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Market Value +Accr.Int.	Pct. Assets	Yield To Mat.	Duration
2,000,000	912796bp3	United States Treas Bills 0.000% Due 06-26-14	Aaa	AA+	99.98	1,999,685.78	99.99	1,999,832.00	0.00	1,999,832.00	1.8	0.03	0.2
		TREASURY BILLS Total				4,999,427.45		4,999,739.00	0.00	4,999,739.00	4.6	0.03	0.2
COMMERCIAL PAPER													
3,000,000	93114fdw1	Wal-Mart Stores Inc 0.000% Due 04-30-14	P-1	A-1+	99.99	2,999,755.00	99.99	2,999,700.00	0.00	2,999,700.00	2.8	0.12	0.1
3,000,000	74271uel0	Procter & Gamble Co 0.000% Due 05-20-14	P-1	A-1+	99.98	2,999,467.50	99.98	2,999,550.00	0.00	2,999,550.00	2.8	0.11	0.1
3,000,000	36959jf57	GE Capital Corp 0.000% Due 06-05-14	P-1	A-1+	99.97	2,999,100.00	99.97	2,999,250.00	0.00	2,999,250.00	2.8	0.14	0.2
3,000,000	19121bfq7	Coca-Cola Co 0.000% Due 06-24-14	P-1	A-1+	99.98	2,999,291.67	99.97	2,999,250.00	0.00	2,999,250.00	2.8	0.11	0.2
3,000,000	89233hg81	Toyota Motor Credit Corp 0.000% Due 07-08-14	P-1	A-1+	99.96	2,998,770.00	99.96	2,998,950.00	0.00	2,998,950.00	2.8	0.13	0.3
		COMMERCIAL PAPER Total				14,996,384.17		14,996,700.00	0.00	14,996,700.00	13.8	0.12	0.2
CASH AND EQUIVALENTS													
	61747c70s	Morgan Stanley Government Inst				877,598.39		877,598.39		877,598.39	0.8		
		CASH AND EQUIVALENTS Total				877,598.39		877,598.39		877,598.39	0.8		
TOTAL PORTFOLIO													
						108,782,367.27		108,738,000.79	193,609.51	108,931,610.30	100.0	0.17	0.6



Memorandum

6.14

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: May 15, 2014

SUBJECT: Alameda CTC FY2013-14 Third Quarter Financial Report

RECOMMENDATION: Approve the Alameda CTC FY2013-14 Third Quarter Financial Report

Summary

The attached Third Quarter Financial Report has been prepared on a consolidated basis by governmental fund type including the General Funds, Special Revenue Funds, the Exchange Fund, the Debt Service Fund and the Capital Projects Funds. This report provides a summary of FY2013-14 actual revenues and expenditures through March 31, 2014 with comparisons to the year-to-date currently adopted budget. Variances from the year-to-date budget are demonstrated as a percentage of the budget used by line item as well as stating either a favorable or unfavorable variance in dollars. Percentages over 100% indicate that the revenue or expense item is over 75% of the total annual budget and percentages under 100% indicate that the revenue or expense item is under 75% of the total annual budget. At the end of the third quarter, the Alameda CTC is showing a net increase in fund balance in the amount of \$148.2 million mainly attributable to the proceeds received from Alameda CTC's inaugural Sales Tax Revenue Bonds (Limited Tax Bonds), Series 2014.

Activity

The following are highlights of actual revenues and expenditures compared to budget as of March 31, 2014 by fund type:

General Fund

In the General Fund, the Alameda CTC's revenues are less than budget by \$2.1 million or 19.4% and expenditures are under budget by \$3.4 million or 38.4% (see attachment A). These variances are primarily due to lower than projected costs for program and planning activities including the Safe Routes to School program, Countywide Transportation Plan and Transportation and Land Use planning. Expenditures for these program and planning activities correspond directly to the reimbursement revenue.

Special Revenue Funds

The Special Revenue Funds group is made up of Measure B Program funds including funds for express bus, paratransit service, bike and pedestrian, transit oriented development and pass-through funds as well as Transportation for Clean Air (TFCA) funds and Vehicle Registration Fee (VRF) funds. In the Special Revenue Funds, revenues are more than budget by \$1.7 million or 2.7% mainly due to actual collections of both sales tax and VRF revenues which were higher than anticipated (see attachment B). Expenditures in the Special Revenue Funds are \$6.8 million or 10.3% less than budget mostly attributable to the timing of Measure B, TFCA and VRF discretionary programming which were lower than projected in the third quarter of the fiscal year.

Exchange Fund

As of March 31, 2014, Exchange Fund revenues and expenditures were under budget by \$8.4 million and \$6.4 million respectively (see attachment C). The Exchange Fund has commitments to various projects that are dependent on the collection of promised revenues based on historical exchange agreements. However, revenues related to some historical exchanges have not been collected causing the Exchange fund to be unable to honor its commitments. Payments of funds programmed to projects from the Exchange Fund have been put on hold until collections on historical exchanges are realized.

Debt Service Fund

The Debt Service Fund, held by Union Bank as the bond trustee, received \$20.3 million during March in bond proceeds from Alameda CTC's inaugural Sales Tax Revenue Bonds (Limited Tax Bonds), Series 2014 to pay interest costs over the next four to five years as they become due. These funds were the premium amount, or the amount received over the par amount, of the bonds issued which is required to be used for debt service per our enabling legislation (see attachment D).

Capital Projects Funds

The Capital Projects Funds incorporate all Alameda CTC capital projects whether they were originally projects of the Alameda County Transportation Improvement Authority (ACTIA), the Alameda County Transportation Authority (ACTA) or the Alameda County Congestion Management Agency (ACCMA). In fiscal year 2011-2012, Alameda CTC implemented a rolling capital budget system in which any unused approved budget is available to pay for costs in subsequent fiscal years. Additional budget authority is requested by project only as needed in accordance with the budget process. The year to date budget amount used for comparisons is a straight line amortization of the total approved project budget including unspent funds rolled over from the prior year. Expenditures planned through March 31, 2014 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 to review year-to-date expenditures to give them an idea of how the project is progressing as compared to the approved budget.

In the Capital Projects Funds, the Alameda CTC's revenues are less than budget by \$22.2 million or 10.4%, and expenditures are less than budget by \$114.8 million or 61.9% (see attachment E).

ACTA

ACTA's East/West Connector project remains on hold due to a funding shortfall as a result of the outcome of Measure B1, and expenses for ACTA's I-580/Redwood Road Interchange project are winding down as the project is nearing completion; however, funds remain earmarked for project closeout costs.

ACTIA

ACTIA related projects were below budget partially attributable to the timing of BART's invoicing for the BART Warm Springs Extension project; billing is expected to fall in line with budget by the fiscal year end. In addition, expenditures for ACTIA's portion of the I-680 Express Lane have been shifted to exhaust outside funding sources. On the Isabel Avenue-84/I-580 Interchange project, construction expenses have been incurred by Caltrans; however, invoicing for the work completed is in progress and has not yet been received by Alameda CTC.

ACCMA

The I-580 Westbound HOV Lane project also has been affected by a delay in Caltrans' invoicing, although staff is aware that the work has been completed as scheduled. On the I-880 Southbound HOV Lane project, some major work items have not yet been implemented as agreements are being finalized. In addition, a shipment for road signs for the I-80 Integrated Corridor Mobility project are expected to be received by the end of May, and a significant invoice is anticipated once final testing and approval of the signs are completed which is expected by the end of the fiscal year.

ACTIA Limitations Calculations

Staff has made the calculations required per ACTIA's Transportation Expenditure Plan related to salary and benefits and administration costs. The Salary and Benefits Limitation ratio of 0.74% and Administrative Cost Limitation ratio of 2.75% were calculated based on actual expenditures and were found to be in compliance with the requirements of 1.0% and 4.5%, respectively (see attachment F).

Fiscal Impact

There is no fiscal impact.

Attachments

- A. Alameda CTC General Fund Revenues/Expenditures Actual vs. Budget as of March 31, 2014
- B. Alameda CTC Special Revenue Funds Revenues/Expenditures Actual vs. Budget as of March 31, 2014

- C. Alameda CTC Exchange Fund Revenues/Expenditures Actual vs. Budget as of March 31, 2014
- D. Alameda CTC Debt Service Fund Revenues/Expenditures Actual vs. Budget as of March 31, 2014
- E. Alameda CTC Capital Projects Funds Revenues/Expenditures Actual vs. Budget as of March 31, 2014
- F. ACTIA Fiscal Year 2013-2014 Budget Limitations Calculations as of March 31, 2014

Staff Contact

[Patricia Reavey](#), Director of Finance

[Lily Balinton](#), Accounting Manager

**Alameda CTC General Fund
Revenues/Expenditures
Actual vs Budget
as of March 31, 2014**

6.14A

	YTD Actuals	YTD Budget	% Used	Favorable (Unfavorable) Variance
Revenues:				
Sales Tax Revenues	\$ 4,194,137	\$ 4,050,000	103.56%	\$ 144,137
Investment Income	45,397	-	-	45,397
Member Agency Fees	1,066,873	1,046,114	101.98%	-
Other Revenues	590,925	880,928	67.08%	(290,002)
Grants	2,858,996	4,861,711	58.81%	(2,002,715)
Total Revenues	\$ 8,756,328	\$ 10,838,753		\$ (2,103,183)
Expenditures:				
<u>Administration</u>				
Salaries and Benefits	1,239,082	1,176,715	105.30%	(62,367)
General Office Expenses	1,964,811	2,031,374	96.72%	66,562
Other Administration	504,920	707,001	71.42%	202,081
Commission and Community Support	103,022	171,656	60.02%	68,634
Contingency	-	131,250	0.00%	131,250
<u>Planning</u>				
Salaries and Benefits	539,463	557,089	96.84%	17,626
CWTP/Transportation Expenditure Plan	252,179	1,176,368	21.44%	924,189
Congestion Management Program	412,098	1,002,959	41.09%	590,861
Other Planning Projects	345,219	749,260	46.07%	404,041
<u>Programs</u>				
Salaries and Benefits	245,558	278,934	88.03%	33,376
Safe Routes to School Programs	541,759	1,459,178	37.13%	917,418
Other Programming	80,671	93,750	86.05%	13,079
<u>Indirect Cost Recovery/Allocation</u>				
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds	(807,227)	(739,662)	109.13%	67,565
Total Expenditures	\$ 5,421,554	\$ 8,795,870		\$ 3,374,316
Net revenue over / (under) expenditures	\$ 3,334,774	\$ 2,042,882		

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Alameda CTC Special Revenue Funds
Revenues/Expenditures
Actual vs Budget
as of March 31, 2014

	YTD Actuals	YTD Budget	% Used	Favorable (Unfavorable) Variance
Revenues:				
Sales Tax Revenues	\$ 53,316,336	\$ 51,484,050	103.56%	\$ 1,832,286
Investment Income	35,333	-	-	35,333
VRF Funds	9,220,206	8,625,000	106.90%	595,206
Other Revenues	1,577,166	1,460,222	108.01%	116,944
Grants	751,634	1,642,781	45.75%	(891,147)
Total Revenues	\$ 64,900,675	\$ 63,212,054		\$ 1,688,622
Expenditures:				
<u>Administration</u>				
Salaries and Benefits	478,727	410,061	116.75%	(68,666)
General Office Expenses	13,253	54,482	24.33%	41,229
Other Administration	252,055	234,938	107.29%	(17,117)
Commission and Community Support	8,100	24,750	32.73%	16,650
<u>Programs</u>				
Salaries and Benefits	135,240	156,228	86.57%	20,988
Programs Management	341,780	477,388	71.59%	135,608
VRF Programming and Other Costs	5,452,042	7,113,746	76.64%	1,661,703
Measure B Pass-Through	48,885,250	48,173,557	101.48%	(711,694)
Grant Awards	3,131,475	5,839,871	53.62%	2,708,397
Other Programming	614,760	3,624,272	16.96%	3,009,513
Total Expenditures	\$ 59,312,681	\$ 66,109,293		\$ 6,796,612
Net revenue over / (under) expenditures	\$ 5,587,994	\$ (2,897,240)		

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Alameda CTC Exchange Fund
Revenues/Expenditures
Actual vs Budget
as of March 31, 2014

	YTD Actuals	YTD Budget	% Used	Favorable (Unfavorable) Variance
Revenues:				
Exchange Program Funds	\$ -	\$ 8,409,598	0.00%	\$ (8,409,598)
Interest Revenue	2,938	-	-	2,938
Other Revenue	81,081	81,081	100.00%	-
Total Revenues	\$ 84,019	\$ 8,490,679		\$ (8,406,660)
Expenditures:				
Salaries	23,529	25,121	93.66%	1,592
Program Management	4,343	69,722	6.23%	65,378
Programming Funds	1,975,107	8,302,421	23.79%	6,327,313
Total Expenditures	\$ 2,002,980	\$ 8,397,263		\$ 6,394,284
Net revenue over / (under) expenditures	\$ (1,918,960)	\$ 93,416		

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Alameda CTC Debt Service Fund
Revenues/Expenditures
Actual vs Budget
as of March 31, 2014

	YTD Actuals	YTD Budget	% Used	Favorable (Unfavorable) Variance
Revenues:				
Bond Proceeds - Premium	\$ 20,335,856	\$ 15,251,892	133.33%	\$ 5,083,964
Investment Income	5,939	-	-	5,939
Total Revenues	\$ 20,341,795	\$ 15,251,892		\$ 5,089,903
Expenditures:				
Bond Interest Expense	467,194	\$ 1,401,582	33.33%	(934,388)
Bank Fees	-	-	-	-
Total Expenditures	\$ 467,194	\$ 1,401,582		\$ (934,388)
Net revenue over / (under) expenditures	\$ 19,874,601	\$ 13,850,310		

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Alameda CTC Capital Projects Funds
Revenues/Expenditures
Actual vs Budget
as of March 31, 2014

6.14E

	YTD Actuals	YTD Budget	% Used	Favorable (Unfavorable) Variance
REVENUES				
Bond Proceeds	\$ 137,145,000	\$ 102,858,750	133.33%	\$ 34,286,250
Sales Tax Revenues	35,692,572	34,465,950	103.56%	1,226,622
Investment Income	432,479	354,000	122.17%	78,479
VRF Funds	541,070	1,370,708	39.47%	(829,639)
Other Revenues	1,854,046	2,972,577	62.37%	(1,118,531)
Grants	16,468,732	72,340,381	22.77%	(55,871,648)
Total Revenues	\$ 192,133,900	\$ 214,362,366		\$ (22,228,466)
EXPENDITURES				
Administration				
Salaries and Benefits	169,427	276,527	61.27%	107,101
General Office Expenses	224,668	254,587	88.25%	29,918
Other Administration	771,128	556,054	138.68%	(215,074)
Commission and Community Support	9,325	15,094	61.78%	5,769
Contingency	-	18,750	0.00%	18,750
Capital Projects				
ACTA				
Salaries and Benefits	28,036	38,548	72.73%	10,512
Capital Expenditures	76,535	282,062	27.13%	205,527
I-800 Mod. Rte. 262-Mission Blvd	(26,092)	436,061	-5.98%	462,153
E/W Connector Project in N. Fremont	41,247	16,859,985	0.24%	16,818,738
Rte. 238 Corridor Improvement	-	4,224,205	0.00%	4,224,205
I-580/Redwood Road Interchange	90,481	9,001,527	1.01%	8,911,046
I-580, 238 and 880 Corridor Study	15,277	824,769	1.85%	809,492
Central Alameda County Freeway	-	1,560,168	0.00%	1,560,168
ACTIA				
Salaries and Benefits	77,572	100,811	76.95%	23,239
Project Management/Close Out	367,865	601,540	61.15%	233,675
ACE Capital Improvements	2,470,286	2,778,668	88.90%	308,381
BART Warm Springs Extension	15,127,897	25,940,984	58.32%	10,813,087
BART Oakland Airport Connector	20,584,441	21,587,302	95.35%	1,002,860
Downtown Oakland Streetscape	-	2,837,025	0.00%	2,837,025
Telegraph Avenue Bus Rapid Transit	2,013,060	3,047,243	66.06%	1,034,183
I-680 Express Lane	(4,002,350)	2,769,821	-144.50%	6,772,171
Iron Horse Trail	-	750,000	0.00%	750,000
I-880/Broadway-Jackson Interchange	180	1,895,912	0.01%	1,895,731
I-580/Castro Vally Interchange Improvement	94,377	1,207,133	7.82%	1,112,756
Lewelling/East Lewelling Blvd Widening	11,910	477,917	2.49%	466,007
I-580 Auxiliary Lanes	584,542	2,126,661	27.49%	1,542,119
Rte 92/Clawiter -Whitesell Interchange	6,324,347	6,049,123	104.55%	(275,225)
Hesperian Blvd/Lewelling Blvd Widening	-	449,717	0.00%	449,717
Westgate Parkway Extension	(48,940)	321,135	-15.24%	370,075
E. 14th/Hesperian/150th Improvements	-	1,643,903	0.00%	1,643,903
I-238 Widening	-	220,623	0.00%	220,623
I-680/I-880 Cross Connector Study	6,890	263,830	2.61%	256,940
Isabel Avenue - 84/I-580 Interchange	171,743	7,901,682	2.17%	7,729,939
Route 84 Expressway	6,893,329	10,508,018	65.60%	3,614,689
Dumbarton Corridor Improvement	18,850	2,327,060	0.81%	2,308,210
I-580 Corridor/BART to Livermore Study	266,025	1,234,675	21.55%	968,650
I-80 Integrated Corridor Mobility	113,464	251,250	45.16%	137,786
I-880 Corridor Improvements	346,008	2,274,827	15.21%	1,928,819
CWTP/TEP Development	-	36,214	0.00%	36,214
Studies at Congested Seg/Loc on CMP	19,890	261,928	7.59%	242,038

Alameda CTC Capital Projects Funds
Revenues/Expenditures
Actual vs Budget
as of March 31, 2014

	YTD Actuals	YTD Budget	% Used	Favorable (Unfavorable) Variance
ACCMA				
Salaries and Benefits	998,547	819,510	121.85%	(179,037)
Grand MacArthur	-	19,467	0.00%	19,467
I-680 Sunol Express Lanes-Southbound	39,690	3,529,642	1.12%	3,489,952
Route 24 Caldecott Tunnel Settlement	152,069	885,400	17.18%	733,331
I-880 North Safety & Oper Impr @ 23rd/29th	1,055,273	4,945,704	21.34%	3,890,431
I-580 EB HOV/HOT/AUX Lane	5,804,562	9,306,714	62.37%	3,502,152
I-680 Sunol Express Lanes-Northbound	1,441,488	2,375,938	60.67%	934,450
I-580 Corridor ROW Preservation	-	958,942	0.00%	958,942
I-580 Westbound HOV/HOT Lane	2,077,374	7,762,675	26.76%	5,685,301
Altamont Commuter Express-Operations	1,043,152	2,380,308	43.82%	1,337,155
I-880 Southbound HOV Lane	1,382,809	6,147,029	22.50%	4,764,220
Webster Street SMART Corridor	397,303	548,780	72.40%	151,478
Marina Boulevard/I-880 PSR	(64,064)	167,103	-38.34%	231,167
East Bay Greenway - Segment 7A	(16,101)	-	-	16,101
I-80 Gilman Interchange Improvements	101,944	455,617	22.38%	353,673
I-680/I-880 Cross Connector PSR	3,618	260,949	1.39%	257,331
I-580 Soundwall Design	57,367	186,688	30.73%	129,321
Route 84 Widening-Pigeon Pass to I-680	-	150,000	0.00%	150,000
I-80 Integrated Corridor Mobility	3,108,543	9,293,238	33.45%	6,184,696
SMART Corridors Operations and Management	378,552	1,175,800	32.20%	797,248
Total Expenditures	\$ 70,803,545	\$ 185,582,840		\$ 114,779,295
Net revenue over / (under) expenditures	\$ 121,330,356	\$ 28,779,526		

Alameda County Transportation Improvement Authority
Fiscal Year 2013-2014
Budget Limitations Calculations
As of March 31, 2014

Net Sales Tax	\$ 93,203,045.86	A
Investments & Other Income	<u>1,133,645.52</u>	B
Funds Generated	94,336,691.38	C
Salaries & Benefits	691,593.89	D
Other Admin Costs	<u>1,870,741.96</u>	E
Total Admin Costs	\$ 2,562,335.85	F

Gross Admin Salaries & Benefits to Net Sales Tax	0.7420% = D/A
Gross Admin Salaries & Benefits to Funds Generated	0.7331% = D/C
Total Admin Costs to Net Sales Tax	2.7492% = F/A

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Attachment A
Alameda CTC Community Advisory Committee Appointment Detail for
Executive Director Paul Matsuoka, LAVTA

Check the box(es) and date and sign this form to approve reappointment of members whose terms are expiring or to appoint new members.

Paratransit Advisory and Planning Committee (PAPCO)

☒ **Reappoint**
(action required)

Esther Ann Waltz

Email:

Phone: (925) 443-2385

Term Began: January 2012

Term Expires: January 2014

5/8/14
 Date

Acting

Beverly Adamo
 Executive Director ~~Paul Matsuoka~~, LAVTA
Beverly Adamo

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

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

Attachment A
Alameda CTC Community Advisory Committee Appointment Detail for
Supervisor Keith Carson, Alameda County, District 5

Check the box(es) and date and sign this form to approve reappointment of members whose terms are expiring or to appoint new members.

Bicycle and Pedestrian Advisory Planning Committee (BPAC)

☐ **Current Appointment:** Preston Jordan
(no action required)
[Redacted]
Email: [Redacted]
Phone: [Redacted]
Term Began: September 2012
Term Expires: September 2014

Citizens Watchdog Committee (CWC)

☒ **Reappoint** Hale Zukas
(action required)
[Redacted]
Email: [Redacted]
Home Phone: [Redacted]
Term Began: April 2012
Term Expires: April 2014

Paratransit Advisory and Planning Committee (PAPCO)

☒ **Reappoint** Will Scott
(action required)
[Redacted]
Email: [Redacted]
Phone: [Redacted]
Term Began: April 2012
Term Expires: April 2014

5/12/14

Date



Supervisor Keith Carson, Alameda County, District 5

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

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

Attachment A
Alameda CTC Community Advisory Committee Appointment Detail for
Mayor Tim Sbranti, City of Dublin

Check the box(es) and date and sign this form to approve reappointment of members whose terms are expiring or to appoint new members.

Paratransit Advisory and Planning Committee (PAPCO)



Reappoint

(action required)

Shawn Costello

Email: [REDACTED]

Phone: [REDACTED]

Term Began: April 2012

Term Expires: April 2014

5-12-14

Date

Tim Sbranti

Mayor Tim Sbranti, City of Dublin

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

Alameda CTC

Attn: Angie Ayers

1111 Broadway, Suite 800

Oakland, CA 94607

Email: ayers@alamedactc.org

Fax: (510) 893-6489

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**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2013-2014**

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since Jul '13*
1	Ms.	Tabata, Chair	Midori	Oakland	Alameda County Mayors' Conference, D-4	Jul-06	Sep-13	Sep-15	0
2	Ms.	Zimmerman, Vice-Chair	Sara	Berkeley	Alameda County Mayors' Conference, D-5	Apr-14		Apr-16	0
3	Mr.	Ansell	Mike	Livermore	Alameda County Mayors' Conference, D-1	Sep-12		Sep-14	0
4	Mr.	Bucci	Mike	Newark	Alameda County Supervisor Richard Valle, District 2	Sep-12		Sep-14	1
5	Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14		Jan-16	0
6	Ms.	Gigli	Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Oct-12	Oct-14	3
7	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Sep-13	Sep-15	0
8	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Sep-12	Sep-14	1
9	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13		Jun-15	0
10	Ms.	Shaw	Diane	Fremont	Transit Agency (Alameda CTC)	Apr-14		Apr-16	0
11	Mr.	Turner	Matt	Castro Valley	Alameda County Supervisor Nate Miley, District 4	Apr-14		Apr-16	0

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Alameda County Transportation Commission
Citizens Watchdog Committee
Roster - Fiscal Year 2013-2014

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '13*
1	Mr.	Paxson, Chair	James	Pleasanton	East Bay Economic Development Alliance	Apr-01		N/A	0
2	Ms.	Saunders, Vice-Chair	Harriette	Alameda	Paratransit Advisory and Planning Committee	Jul-09		N/A	2
3	Ms.	Dorsey	Cynthia	Oakland	Alameda County Mayors' Conference, D-5	Jan-14		Jan-16	0
4	Mr.	Dubinsky	Peter "Mike"	Fremont	Alameda County Supervisor Richard Valle, D-2	Oct-10	Mar-13	Mar-15	0
5	Mr.	Geen	Arthur B.	Oakland	Alameda County Taxpayers Association	Jan-01		N/A	4
6	Ms.	Hamlat	Sandra	Oakland	Bike East Bay	Apr-13		N/A	1
7	Mr.	Haussener	James	Castro Valley	Alameda County Supervisor Nate Miley, D-4	Feb-10	Sep-12	Sep-14	2
8	Ms.	Hawley	Miriam	Berkeley	League of Women Voters	Apr-14		N/A	0
9	Mr.	Jones	Steven	Dublin	Alameda County Mayors' Conference, D-1	Dec-12		Dec-14	0
10	Mr.	Klinke	William	Berkeley	Alameda Labor Council AFL-CIO	Feb-13		N/A	3
11	Mr.	Lester	Brian	Pleasanton	Alameda County Supervisor Scott Haggerty, D-1	Sep-13		Sep-15	2
12	Ms.	Lew	Jo Ann	Union City	Alameda County Mayors' Conference, D-2	Oct-07	Sep-13	Sep-15	0
13	Ms.	Taylor	Deborah	Oakland	Alameda County Supervisor Wilma Chan, D-3	Jan-13		Jan-15	0
14	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	Apr-12	Apr-14	1
15		Vacancy			Alameda County Mayors' Conference, D-3				
16		Vacancy			Alameda County Mayors' Conference, D-4				
17		Vacancy			Sierra Club				

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Paratransit Advisory and Planning Committee Meeting Minutes Monday, March 24, 2014, 1:00 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

MEETING ATTENDEES

Attendance Key (A = Absent, P = Present)

Members:

<u>P</u> Sylvia Stadmire, Chair	<u>P</u> Sandra Johnson-Simon	<u>P</u> Carmen Rivera- Hendrickson
<u>P</u> Will Scott, Vice-Chair	<u>A</u> Jane Lewis	<u>A</u> Michelle Rousey
<u>P</u> Aydan Aysoy	<u>P</u> Jonah Markowitz	<u>P</u> Harriette Saunders
<u>P</u> Larry Bunn	<u>A</u> Rev. Carolyn Orr	<u>P</u> Margaret Walker
<u>P</u> Shawn Costello	<u>P</u> Suzanne Ortt	<u>P</u> Esther Waltz
<u>P</u> Herb Hastings	<u>P</u> Sharon Powers	<u>P</u> Hale Zukas
<u>P</u> Joyce Jacobson	<u>P</u> Vanessa Proee	

Staff:

P Matt Todd, Principal Transportation Engineer
P Jacki Taylor, Program Analyst
P Naomi Armenta, Paratransit Coordinator
P Krystle Pasco, Paratransit Coordination Team
P Cathleen Sullivan, Paratransit Coordination Team
P Christina Ramos, Alameda CTC Projects/Programs Team

Guests:

Heather Barber, Alameda CTC; Micheal Pope, Alzheimer's Services of the East Bay

MEETING MINUTES

1. Welcome and Introductions

Sylvia Stadmire, PAPCO Chair, called the meeting to order at 1:10 p.m. The meeting began with introductions and a review of the meeting outcomes.

2. Public Comment

There were no public comments.

3. Review Prior Meeting Minutes

Jonah Markowitz moved to approve the February 24, 2014 PAPCO and Joint PAPCO/ParaTAC Meetings' minutes as written. Sandra Johnson-Simon seconded the motion. The motion passed (13-0-1; Member Bunn abstained).

4. Hospital Discharge Transportation Service and Wheelchair Scooter Breakdown Transportation Service Update

Krystle Pasco gave an update on the Hospital Discharge Transportation Service (HDTs) and the Wheelchair Scooter Breakdown Transportation Service (WSBTS) programs. She stated that the Alameda CTC administers two specialized mobility programs that are available to seniors and persons with disabilities in Alameda County. The HDTs program provides same day, door-to-door transportation for individuals who have a health or disability condition that prevents their use of public transit, and who have no other resources for transportation upon discharge from the hospital. These accessible rides take individuals home or to a skilled nursing facility upon discharge from a participating hospital and is free to riders within Alameda County. Likewise, the WSBTS program provides rides home or to a repair facility for stranded individuals who are experiencing a wheelchair or scooter breakdown and is also free to riders.

Krystle reviewed more of the programs' details regarding service information, rider eligibility and program highlights. She also reviewed the list of participating hospitals for the HDTs program and a "wishlist" for hospitals to add. These include Alta Bates Summit Medical Center in Berkeley and Oakland, a new MOU for Eden Medical Center – Castro Valley Hospital which is now separate from San Leandro Hospital, Kaiser Permanente San Leandro, and John George Psychiatric Hospital in San Lorenzo.

Krystle reported on the programs' ridership highlights and noted that in January there were 29 rides for the HDTs program and in February there were 37 rides. Currently, the HDTs program has provided 203

rides (25 rides on average per month) for FY13-14. This is a slight decrease from last fiscal year's average monthly ridership. Krystle then reported on HDTs ridership by facility and noted the hospitals that have used the program consistently since enrollment. These facilities include Eden Medical Center – San Leandro Hospital, Kaiser Fremont, Kaiser Hayward, and St. Rose Hospital. Krystle then reported that in January there were 5 rides for the WSBTS program and in February there were 8 rides. Currently, the WSBTS program has provided 76 rides (10 rides on average per month) for FY13-14. This is also a slight decrease from last fiscal year's average monthly ridership.

Krystle reviewed the paratransit coordination team's outreach efforts to promote these specialized mobility programs within Alameda County. This includes mail outs of program materials to local senior centers and senior housing complexes and distribution at various senior, disabled and health resource fairs throughout the year. She also mentioned the paratransit hotline and the AccessAlameda.org website as other resources for this program.

Lastly, Krystle noted that the contract that provides these services is currently going through a RFP. Alameda CTC staff has received the proposals and are currently evaluating them. ParaTAC members are also involved in the evaluation process. She also noted that staff will continue to follow up with our contacts at Alta Bates and Summit Medical Centers to discuss future HDTs service.

Questions and feedback from PAPCO members:

- What is the status on enrolling Alta Bates and Summit Medical Center into the HDTs program? Alameda CTC staff has contacted staff from Alta Bates and Summit Medical Center regarding the HDTs program and unfortunately they have not been responsive. Staff will follow up with our contacts again.
- Write to the Oakland Tribune regarding the unresponsiveness of the Alta Bates and Summit Medical Center staff to get the process going for enrollment into the HDTs program. This might help to get their attention.
- Why are some hospitals using the program more heavily than others? The hospitals that have been using the program more

have also used the program much longer. They rely heavily on the program because they understand the program's intent and they see the benefits they receive from it.

- The hospitals don't really advertise the program to their patients so not everyone knows that the program exists.
- Thank you for your work on getting all of these hospitals enrolled in the program. I know that it takes a lot of work to get them on board.
- The WSBTS program works really well. I used it a couple of months ago and it worked perfectly.
- Are Kaiser rehabilitation facilities included in the HDTs program? No, our program is not established at rehabilitation facilities or specialty clinics. We are currently only working with major facilities that have admissions.
- Once a facility has used up their vouchers at the end of the year, can they get more vouchers? Yes and the vouchers do not have an expiration date on them so hospital staff members can request more at any given time.
- Does a similar program exist in Contra Costa County? Unfortunately, no. However, Alameda CTC staff has given a presentation on these programs at their PCC meeting. Since then, we have not seen a similar program implemented in Contra Costa County.

5. BART Cars Presentation

Aaron Weinstein, Chief Marketing Officer at BART, gave a presentation on the new BART train cars. He noted that there will be opportunities to view the new train cars at the North Berkeley, West Oakland, Fruitvale, Fremont and Dublin BART stations in Alameda County. The full calendar will be made available as soon as possible.

Questions and feedback from PAPCO members:

- Why is there a bar near the floor right next to the door? That bar is for BART employee use while conducting maintenance. It is used to hoist themselves onto the train car in yards that do not have platforms.
- Why can't the tripod pole be moved closer to the green seats to provide a clearer path for individuals in mobility devices? We've

heard that concern and we've decided to move the bicycle area a bit and move the tripod pole further away from the wheelchair zone. The best way to test it out is to attend a viewing event. We are also launching a "Clear the Path" campaign to bring more awareness to this issue.

- The tripod pole would appear more problematic if slide 8 depicted a car with 80 passengers rather than a car with no passengers.
- Will you be implementing a textured indicator near the green seats for people who are both deaf and blind? Our staff is still working on the best way to implement such an indicator.
- Are there fewer seats on the new train cars? Yes, there are fewer seats on the new train cars due to the wider safety bumper zones in case of a crash and the addition of the middle door for bicyclists. However, BART will be purchasing more cars overall so the system will be increasing its number of seats in general.
- Will you be making any improvements to the accessibility features of the current BART fleet? Unfortunately, no. We are focused on making the new fleet much more accessible than the current system.
- How many wheelchairs will you be able to fit in the new train cars? There will be two spaces for mobility devices in the new fleet. This is the same as the current fleet.
- A PAPCO member suggested that a tripod pole be installed in a current train car and observed for its effectiveness.
- What is the proposed propulsion system in the new train cars? One of the improvements in the new train cars is regenerative braking which is a process that stores energy as a train car slows down and speeds back up. A lot of electricity will be saved due to this improvement.
- How will the weight of the train cars change with the new fleet? Although the new train cars appear longer, the weight will remain the same.
- Who is funding the purchase of the 1,000 new cars? Staff is looking at a variety of funding options for purchasing the new cars. The first 775 cars that were purchased were funded by federal funding sources through MTC and customer fares that were generated as a result of the fare increases. For the 225

remaining cars, BART will be receiving some funds from Valley Transportation Authority as BART will be extended through Santa Clara County.

6. Gap Grant Cycle 5 Program Report – Alzheimer's Services of the East Bay

Micheal Pope of Alzheimer's Services of the East Bay (ASEB) provided an overview of their program and services.

Questions and feedback from PAPCO members:

- Why did the State Lands Commission not approve the move to Embarcadero Cove? Staff found that the property is owned by the Port of Oakland, the City of Oakland, and the State Lands Commission and it appears they did not want our community members on their property.
- Do you need volunteers to help staff the outings and activities? Yes, we are always looking for volunteers to help with our outings.

7. Fiduciary and Finance Subcommittee Meeting Report

Sylvia Stadmire gave a report on the Fiduciary and Finance Subcommittee meeting that met on March 18th. The committee got off to an exciting start by inadvertently participating in the 1111 Broadway emergency drills!

After we got re-settled, the committee began by discussing the fiduciary responsibilities in the expenditure plan and the bylaws. We then noted reports collected and the reserve guidelines from the agreements. The committee then reviewed summary information on all the programs from the FY12-13 Compliance Reports and FY14-15 Plans. Then we reviewed notes of interest on each specific program.

We were pleased to note that all programs planned to finish next fiscal year within the allowed reserve guidelines. The committee was also pleased to note that programs were providing consistent ridership numbers. Throughout the meeting, members identified questions for the programs. The questions will be forwarded to ParaTAC and are available as a handout. Staff will do follow-up on a couple of items

and ParaTAC members will answer the other questions during Program Plan Review.

8. Member Reports on PAPCO Mission, Roles, and Responsibilities Implementation

Carmen Rivera Hendrickson reported that she attended the Pleasanton Senior Center Transit Fair on March 17th.

Esther Waltz also attended the Pleasanton Senior Center Transit Fair on March 17th.

Herb Hastings and Carmen Rivera Hendrickson attended the Alameda County Fair planning meetings.

Sandra Johnson Simon attended the USOAC Annual Convention.

Sylvia Stadmire attended several meetings regarding Alameda CTC's Transportation Expenditure Plan as well as the Oakland Running Festival Expo. She is also going to participate in Transform's Sacramento visit month. Lastly, she is also involved with East Bay Paratransit's emergency plan.

9. Committee Reports (Verbal)

9.1 East Bay Paratransit Service Review Advisory Committee (SRAC)

Sharon Powers attended the SRAC meeting on March 4th. She noted that they discussed the new vehicles and tested the boarding and off boarding process.

9.2 Citizens Watchdog Committee (CWC)

Harriette Saunders noted that the CWC is working on their outreach efforts for the work that they do and the publications that they develop annually.

10. ADA Mandated Program and Policy Reports

PAPCO members were asked to review these items in their packets.

11. Information Items

11.1 Mobility Management – ONE CALL–ONE CLICK Glossary

Naomi Armenta reviewed the mobility management attachment in the packet and noted that it is a great resource for establishing a One Call – One Click service/center.

Naomi also reported that staff is still working on updating the Access Alameda guide and website. More information will be provided during the Joint PAPCO/ParaTAC meeting in April.

11.2 Outreach Update

Krystle Pasco gave an update on the following outreach events:

- 3/15/14 – Developmental Disabilities Council's Transition Information Faire, College of Alameda from 9:30 a.m. to 3:00 p.m.
- 3/17/14 – Transit Fair, Pleasanton Senior Center from 10:00 a.m. to 1:00 p.m.
- 3/20/14 – USOAC Annual Convention, St. Mary's Center from 10:00 a.m. to 2:00 p.m.
- 3/22/14 – Oakland Running Festival Expo, Oakland Marriott Hotel from 9:00 a.m. to 5:00 p.m.
- 4/23/14 – Senior Health Fair, North Berkeley Senior Center from 10:00 a.m. to 2:00 p.m.
- 4/24/14 – Senior Resource Fair, Albany Senior Center from 10:00 a.m. to 1:00 p.m.

11.3 Transportation Expenditure Plan Update

Heather Barber gave an update on the Transportation Expenditure Plan (TEP) and noted that seven cities within Alameda County have already supported Alameda CTC's TEP. Staff will be continuing to work on getting all of the cities approvals in order to make the threshold for putting the measure on the ballot for November 2014. She also noted that staff is still in the process of developing the final TEP publicity materials and will be notifying members once they are ready for further distribution. Lastly, Heather mentioned the other

outreach events that Alameda CTC as an agency will be attending outside of the paratransit outreach events. If anyone is interested, please contact Naomi.

11.4 2014 Annual Mobility Workshop Update

Cathleen Sullivan gave an update for the 2014 Annual Mobility Workshop and noted that staff is looking to move the date of the Workshop to the fall, possibly October. Staff is also considering hosting the Workshop at the Alameda CTC offices instead of the Ed Roberts Campus.

11.5 Other Staff Updates

There were no other staff updates.

12. Draft Agenda Items for April 28, 2014 PAPCO and Joint PAPCO/ParaTAC Meetings

- 12.1. Base Program Recommendation
- 12.2. Joint PAPCO/ParaTAC Discussion
- 12.3. Access Alameda Guide/Website Revision Discussion
- 12.4. 2014 Annual Mobility Workshop Update

13. Adjournment

The meeting adjourned at 3:30 p.m. The next PAPCO and Joint PAPCO/ParaTAC meetings are scheduled for April 28, 2014 at Alameda CTC's offices located at 1111 Broadway, Suite 800, in Oakland.

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**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster - Fiscal Year 2013-2014**

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July-13
1	Ms.	Stadmire, Chair	Sylvia J.	Oakland	Alameda County Supervisor Wilma Chan, D-3	Sep-07	Jan-13	Jan-15	2
2	Mr.	Scott, Vice Chair	Will	Oakland	Alameda County Supervisor Keith Carson, D-5	Mar-10	Apr-12	Apr-14	0
3	Ms.	Aysoy	Aydan	Berkeley	City of Berkeley Councilmember Laurie Capitelli	Jul-09	Jan-14	Jan-16	0
4	Mr.	Bunn	Larry	Union City	Union City Transit Wilson Lee, Transit Manager	Jun-06	Dec-13	Dec-15	5
5	Mr.	Costello	Shawn	Dublin	City of Dublin Mayor Tim Sabrantfi	Sep-08	Apr-12	Apr-14	0
6	Mr.	Hastings	Herb	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Mar-07	Jan-14	Jan-16	0
7	Ms.	Jacobson	Joyce	Emeryville	City of Emeryville Councilmember Ruth Atkin	Mar-07	Jan-14	Jan-16	1
8	Ms.	Johnson-Simon	Sandra	San Leandro	Alameda County Supervisor Nate Miley, D-4	Sep-10	Dec-13	Dec-15	1
9	Ms.	Lewis	Jane	Dublin	City of Livermore Mayor John Marchand	Sep-09	Jan-14	Jan-16	4
10	Mr.	Markowitz	Jonah	Berkeley	City of Albany Mayor Peggy Thomsen	Dec-04	Oct-12	Oct-14	0
11	Rev.	Orr	Carolyn M.	Oakland	City of Oakland Councilmember Rebecca Kaplan	Oct-05	Jan-14	Jan-16	2
12	Ms.	Ortt	Suzanne	Union City	City of Union City Mayor Carol Dutra-Vernaci	Sep-12		Sep-14	3

**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster - Fiscal Year 2013-2014**

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July-13
13	Mr. Perez		Thomas M.	Fremont	Alameda County Supervisor Richard Valle, D-2	Feb-14		Feb-16	2
14	Ms. Powers		Sharon	Fremont	City of Fremont Mayor William Harrison	Dec-07	Jan-14	Jan-16	2
15	Ms. Proee		Vanessa	Hayward	City of Hayward Councilmember Marvin Peixoto	Mar-10	Jan-14	Jan-16	4
16	Ms. Rivera-Hendrickson		Carmen	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Sep-09	Jan-12	Jan-14	0
17	Ms. Rousey		Michelle	Oakland	BART Director Tom Blalock	May-10	Jan-14	Jan-16	0
18	Ms. Saunders		Harriette	Alameda	City of Alameda Mayor Marie Gilmore	Jun-08	Oct-12	Oct-14	1
19	Ms. Walker		Margaret	San Leandro	City of San Leandro Vice Mayor Michael Gregory	Jul-13		Jul-15	0
20	Ms. Waltz		Esther Ann	Livermore	LAVTA Executive Director Paul Matsuoka	Feb-11	Jan-12	Jan-14	0
21	Mr. Zukas		Hale	Berkeley	A. C. Transit Director Elsa Ortiz	Aug-02	Jan-14	Jan-16	0
22	Vacancy				City of Newark Councilmember Luis Freitas				
23	Vacancy				City of Piedmont Mayor Margaret Fujioka				



Memorandum

8.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: May 15, 2014

SUBJECT: Legislative Update

RECOMMENDATION: Approve recommended positions on legislation and receive an update on state and federal legislative activities

Summary

This memo provides an update on federal, state and local legislative activities including an update on the federal budget, federal transportation issues, legislative activities and policies at the state level, as well as an update on local legislative activities.

Alameda CTC's legislative program was approved in December 2014 establishing legislative priorities for 2014 and is included in summary format in Attachment A. The 2014 Legislative Program is divided into six sections: Transportation Funding, Project Delivery, Multi-Modal Transportation and Land Use, Climate Change, Goods Movement and Partnerships. The program was designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative updates.

Background

Federal Update

The following updates provide information on activities and issues at the federal level within each category of Alameda CTC Legislative Program and include information contributed from Alameda CTC's lobbyist team (CJ Lake/Len Simon).

Budget

President Obama released a summary of his (Fiscal Year) FY15 budget request in early March. His request included a four-year, \$302 billion proposal for the reauthorization of MAP-21. Although the Administration has yet to unveil any specific legislative text,

Secretary Foxx has indicated that the Department of Transportation (DOT) will submit a formal legislative proposal to Congress in April or May.

Both the House and Senate Appropriations Committees have started the FY15 appropriations process with hearings and a major focus is on addressing the impending insolvency of the highway trust fund. The House Appropriations Committee held its first mark ups in early April. It is expected that the House and Senate will continue markups in May; the full House may also take the first appropriations bills to the floor during May.

Policy

Highway Trust Fund

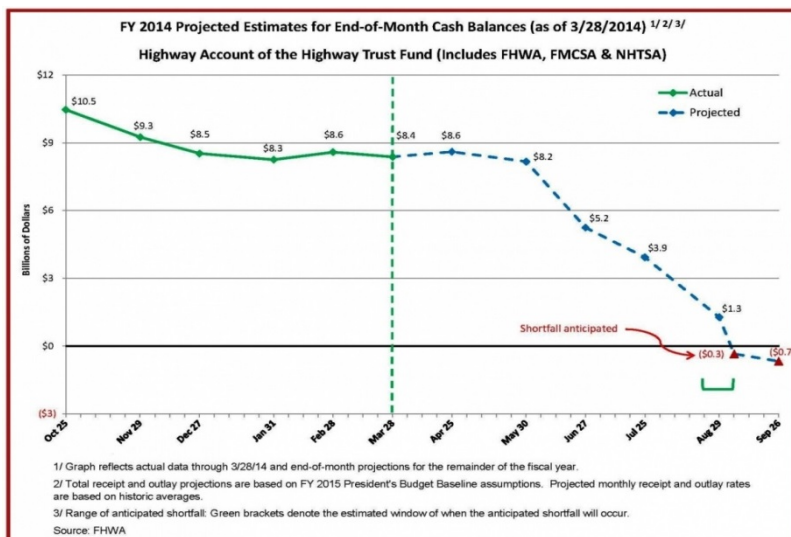
According to the Congressional Budget Office (CBO), the highway and transit accounts of the Highway Trust Fund will have insufficient revenues to meet obligations in 2015, and will result in on-going cumulative shortfalls. The Department of Transportation (DOT) has indicated that it needs at least \$4 billion in cash balances available in the highway account and at least \$1 billion in the transit account to meet obligations as they are due. Due to the need for these balances, the trust fund may have to delay some of its payments during the latter half of 2014.

The CBO established a 2014 Baseline Projection for the Highway Trust Fund that assumes the taxes allocated to the highway account will continue at their current rates and that federal funding for highways will increase at CBO's projected rate of inflation. Under current law, the Highway Trust Fund cannot incur negative balances and has no authority to borrow additional funds. To remedy these shortfalls, CBO notes that lawmakers would have to enact legislation to reduce highway funding, increase dedicated tax receipts, transfer money from the Treasury's general fund to the Highway Trust Fund, or undertake a combination of these approaches.

As reported by the DOT, the Highway Account of the Highway Trust Fund will encounter a shortfall before the end of fiscal year 2014, based on current spending as shown on Figure 1 below.

- The Highway Account began FY 2014 with approximately \$1.6 billion in cash.
- A \$9.7 billion transfer from the General Fund to the Highway Account was processed shortly after the start of the fiscal year (\$10.4 billion authorized in MAP-21, reduced by sequestration).
- The surface transportation program continues to outlay at a greater pace than receipts are coming in. As a result, the cash balance has dropped by nearly \$3.5 billion since the General Fund transfer occurred. As of March 28, 2014, the Highway Account cash balance was \$8.4 billion.

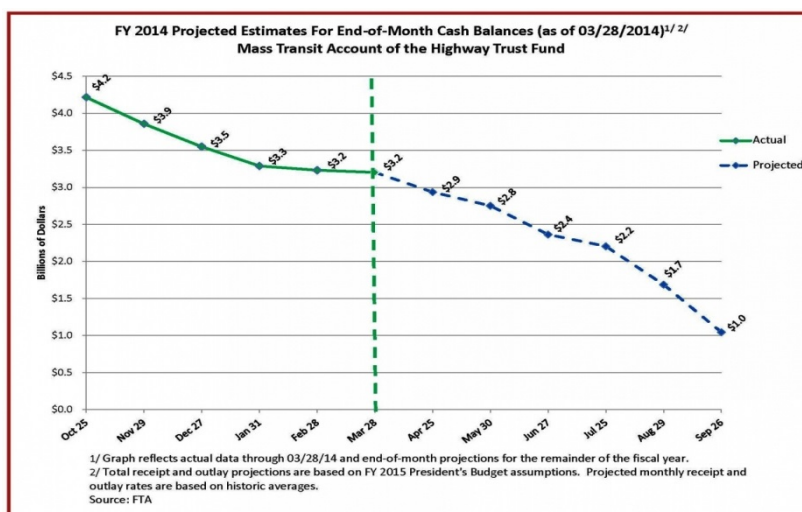
Figure 1



For the Mass Transit Account, the DOT estimates that it will have a balance of approximately \$1 billion at the end of FY 2014 as shown in Figure 2.

- The Mass Transit Account began FY 2014 with approximately \$2.5 billion in cash.
- A \$2 billion transfer from the General Fund to the Mass Transit Account was processed shortly after the start of the fiscal year (\$2.2 billion authorized in MAP-21, reduced by sequestration).
- As of March 28, 2014, the Mass Transit Account cash balance was \$3.2 billion.

Figure 2



Since 2008, almost \$50 billion has been transferred from the General Fund into the HTF to fund authorized amounts.

State Update

The following update provides information on activities and issues at the state level and includes information contributed from Alameda CTC's state lobbyist, Platinum Advisors.

Budget

In January, Governor Brown released his overall budget of \$154 Billion, which was \$8 billion over 13/14 budget. The budget proposed reducing the wall of debt by \$11 billion by paying off the economic recovery bonds (\$3.9 billion payment), eliminating the debt to schools for deferred payments (\$6.1 billion payment), and repaying various internal loans from special funds. The budget also proposed creating a new rainy day fund, cap and trade auction revenue expenditures, and expanding the use of Infrastructure Financing Districts by cities and counties. The Governor is expected to release his May Revise during the week of May 12th, which will include updated information on the proposed funding amounts from the January release.

Specifically for cap and trade funds, the Governor's January proposal included appropriating \$850 million in auction revenue to various programs. This amount included a \$100 million repayment of the \$500 million in auction revenue loaned to the general funding in the current fiscal year. The proposal included funds for projects in each of the issue areas identified in the expenditure plan developed last year. This included \$80 million for energy efficiency and renewable energy projects, \$20 million for green state buildings, \$20 million for agricultural projects, and \$20 million water energy efficiency. In keeping with the expenditure plan, the bulk of the funds were dedicated to transportation related projects, as follows:

- **Rail Modernization \$300 million** —\$250 million to the High Speed Rail Authority and \$50 million to Caltrans to administer for grants to existing rail operators for projects that integrate rail systems and provide connectivity to the high speed rail system.
- **Sustainable Communities \$100 million** — The Strategic Growth Council will administer this program in coordination with various departments to implement Sustainable Communities Strategies that improve transit ridership, increase active transportation, provide affordable housing near transit, as well as preserves agricultural lands and supports local planning efforts that promote infill development. A priority will be given to projects in disadvantaged communities. The SGC is made up of Office of Planning and Research, Cal STA, CalEPA, California Health and Human Services, and a public member.
- **Low Carbon Transportation \$200 million** —The Air Board will use these funds to accelerate the transition to low carbon freight and passenger transportation, with a priority for disadvantaged communities. These funds will be used to augment the Air Board's existing programs that provide rebates for zero-emission cars and vouchers for hybrid and zero-emission trucks and buses.

Over the past few months, Alameda CTC has submitted letters and testified in support of the following principles for cap and trade revenues that would support transportation investments in sustainable communities, sustainable freight and clean fuels.

- **Fund transportation now** to achieve 80% GHG reduction targets
- **Direct transportation fuels funds for transportation investments** to support public expectation of return on investments
- **Administer regionally** and allocate to regions to leverage and expand current investments
- **Build on successes** of planning and investment strategies developed and delivered by the regions and local agencies

Policy

Climate Change: On April 28th, the California Air Resources Board closed the comment period on the update to the AB 32 Scoping Plan, which was released in February. The Scoping Plan guides development and implementation of California's greenhouse gas emission (GHG) reduction programs and is required to be updated every five years.

The Scoping Plan update focuses on the need to build upon the AB 32 framework over the coming decades and on the programs already established and includes both near- and long-term actions to address GHG reductions. The update identifies eight key sectors for ongoing action, including: Energy; Transportation, fuels, land use and infrastructure; Agriculture; Water; Waste management; Natural lands; Short-Lived Climate Pollutants (such as methane and black carbon); and Green Buildings.

The update also includes the need for establishment of a midterm statewide greenhouse gas reduction target, between the current 2020 and 2050 goals.

The Board is scheduled consider approving the proposed Scoping Plan Update at its meeting on May 22 in Sacramento. Alameda CTC submitted a comment letter on the scoping plan update with similar principles to the cap and trade ones noted above for the budgeting process, included in Attachment B.

Senator Steinberg Proposal on Cap and Trade Funds: Senate President Pro Tem Steinberg released a modified version of a cap and trade funding proposal from the carbon tax proposal included in his bill SB 1156. It is possible that this 8-point proposal may be incorporated into the budget process or amended into SB1156. Many details still need to be defined in the proposal, but it includes several elements that Alameda CTC has supported in policy. The following summarizes the proposal:

- **Affordable Housing and Sustainable Communities (40%)** - Half the funds must be used for affordable housing and half for implementing sustainable communities strategies. This includes investments in affordable housing, transit-oriented development, land use planning, active transportation, and high density mixed use development, transportation efficiency and demand management projects. These

funds would be distributed to regions by the SGC.

- **Public Transit Funding (30%)** - These funds would be distributed to operators based on GHG performance criteria to build and operate transit projects. At least 5% must be used for direct transit assistance to customers, such as transit passes.
- **High Speed Rail Funding (20%)** - These funds would be continuously appropriated and could be securitized.
- **State Highway and Road Rehabilitation and for Complete Streets (10%)** - These funds would be distributed based on GHG performance criteria and could be used for traffic management, roadway maintenance, and bikeways.
- **Natural resources, water, and waste (\$200 million annually)** - These funds would be appropriated annually as part of the budget act and could be used to fund water efficiency infrastructure projects, forestry and landscape issues, wetland development, waste diversion and recycling, energy efficiency, clean vehicles, and "black carbon reduction.
- **Climate Dividend (\$200 million annually)** - Allocated as part of the annual budget act, these funds could be used to provide a rebate check on monthly fuel bills or once per year rebate with motor vehicle registrations.
- **"Charge Ahead" Electric Vehicle Deployment Program (\$200 million annually)** - These funds would be used to fund demonstration programs and other financial assistance to expand the use of zero emission cars, trucks, buses and freight movement vehicles.
- **Green Bank Funding (not less than \$10 million annually)** - These funds would be used to assist in financing clean energy and other environmentally sustainable projects.

Staff will provide an update on the status of this proposal at the Commission meeting.

Legislation

This year almost 2,000 bills were introduced. Staff is reviewing bills related to the Alameda CTC legislative program and will bring a series of recommendations on bill positions in the coming months. Below are staff recommendations on bills introduced this session.

[SB 1122 \(Pavley\)](#), **Sustainable communities: Strategic Growth Council**. This bill creates two cap and trade funding programs, one for the Strategic Growth Counsel to administer grants to local agencies for implementing sustainable communities and other greenhouse gas reduction plans. The second pot of funds would be allocated to MPOs on a per capita basis to be used for competitive grants for projects within the region. The regional grants would be awarded pursuant to guidelines adopted by the Strategic Growth Council. The bill was recently amended to lists the types of eligible projects for the regional funds, which include funding for public transportation operations, maintenance, and capital costs as well as transportation demand management projects. This bill supports many of the advocacy principles Alameda CTC adopted regarding cap and trade funds and staff recommends a **SUPPORT** position.

[SB 990 \(Vidak\)](#) **Transportation funds: disadvantaged small communities: 5% set aside from STIP Funding**. This bill would require counties to set aside five percent of their regional

Transportation Improvement Program county share for areas designated as disadvantaged small communities. The bill defines a disadvantaged small community as a city or census-designated place with fewer than 25,000 residents and with a median household income less than 80 percent of the statewide median household income.

This bill would require a set aside for specific areas in a county that meet the bill population size and income requirements, regardless of whether there have been identified needs through countywide planning efforts. This could complicate county planning processes and result in the inability to fund important projects while at the same time the small set asides would likely be insufficient amounts to build transportation investments in the areas defined in the bill without substantial time to accumulate funds. While Alameda County would not be affected by this bill, the bill could set up a process that could negatively affect the ability of counties to deliver projects through countywide planning efforts. Because this bill requires a set aside, it would effectively divert scarce funds and undermine the ability for counties to invest their limited state funds into countywide priorities. Alameda CTC's legislative program supports "efforts that protect against transportation funding diversions." This bill has been opposed by MTC, the Congestion Management Agency Association and the Self-Help Counties Coalition. Staff recommends an **OPPOSE** position on this bill.

Legislative coordination efforts: Alameda CTC is leading and participating in many legislative efforts at the local, regional, state and federal levels, including coordinating with other agencies and partners as well as seeking grant opportunities to support transportation investments in Alameda County.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC 2014 Legislation Program
- B. Alameda CTC Letter to CARB on the Scoping Plan Update

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

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2014 Alameda County Legislative Program

The legislative program herein supports Alameda CTC's transportation vision adopted in the 2012 Countywide Transportation Plan described below:

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

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Oakland, CA 94607
(510) 208-7400
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Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none">• Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures.• Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled or other reliable means.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none">• Support increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring and improving transportation infrastructure and operations.• Support efforts that protects against transportation funding diversions.• Support increases in federal, state and regional funding to expedite delivery of Alameda CTC projects and programs.• Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.• Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.• Seek, acquire and implement grants to advance project and program delivery.• Support Alameda County as the recipient of funds to implement grants and pilot programs
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none">• Support environmental streamlining and expedited project delivery.• Support contracting flexibility and innovative project delivery methods.• Support HOT lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation.• Support efforts to allow local agencies to advertise, award and administer state highway system contracts largely funded by locals
	Ensure cost-effective project delivery	<ul style="list-style-type: none">• Support efforts that reduce project and program implementation costs by reducing or eliminating the requirements for state or other agency reimbursements to implement projects on state/regional systems.• Support accelerating funding and policies to implement transportation projects that create jobs and economic growth
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none">• Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing and jobs.• Support local flexibility and decision-making on land-use for transit oriented development and priority development areas.• Support innovative financing opportunities to fund TOD and PDA implementation
	Expand multimodal systems and flexibility	<ul style="list-style-type: none">• Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people and do not create unfunded mandates.• Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education.• Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.

Issue	Priority	Strategy Concepts
Climate Change	Support climate change legislation	<ul style="list-style-type: none"> Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions and support economic development. Support the expansion of funding for housing that does not conflict with or reduce transportation funding
	Support cap-and-trade expenditure plan	<ul style="list-style-type: none"> Support cap and trade funds derived from transportation fuels for transportation purposes.
	Support emerging technologies	<ul style="list-style-type: none"> Support incentives for emerging technologies, such as alternative fuels and fueling technology, and research for transportation opportunities to reduce GHG emissions.
Goods Movement	Expand goods movement funding and policy development	<ul style="list-style-type: none"> Support a multi-modal goods movement system and efforts that enhance the economy, local communities and the environment, and reduce impacts. Support a designated funding stream for goods movement. Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. Ensure that Bay Area transportation systems are included in and prioritized in state and federal planning and funding processes.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> Support efforts that encourage regional cooperation and coordination to develop, promote and fund solutions to regional transportation problems and that support governmental efficiencies and cost savings in transportation. Support policy development to influence transportation planning, policy and funding at the county, regional, state and federal levels. Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.



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Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

April 28, 2014

Mary Nichols
California Air Resources Board
1001 "I" Street
Sacramento, CA 95814

Re: Alameda CTC Comments on Scoping Plan Update

Dear Ms. Nichols

Thank you for the opportunity to comment on the California Air Resources Board (ARB) first update of the AB 32 Scoping Plan, (*Plan Update*). The Alameda County Transportation Commission (Alameda CTC) has done significant planning and funding for projects and programs that support implementation of sustainable communities.

Alameda CTC supports the *Plan Update* recommendations for multimodal investments that support Sustainable Communities and Passenger Transport, Sustainable Freight/Goods Movement and Energy/Fuels and Innovative Technologies. Our long-range plans similarly support multimodal systems to advance the implementation of these priorities to support GHG reductions. Alameda CTC makes the following overall comments on the *Plan Update* with the goal of reducing GHG emissions from transportation:

Significant funding is needed now to implement transportation investments that reduce GHG emissions.

The *Plan Update's* recommendations include the implementation of Sustainable Communities Strategies that provide a range of mobility choices and support zero or near zero emission technologies. Alameda CTC recognizes that we must transition into new technologies and new ways of linking land use and transportation to support the state's GHG reduction goals. This will take time; however, the most efficient way for the transportation industry to achieve its GHG reduction target is to provide significant and reliable funding sources now to move the Bay Area SCS from a plan into implementation. Per Governor Brown's Executive Order [Executive Order B-16-2012](#), which specifically requires an 80 percent GHG reduction from the transportation sector, an up-front investment in infrastructure and development incentives to realize GHG emission reductions is essential. Without a significant commitment of funds this work cannot be implemented in a timely way to support the GHG reduction timelines and targets.

Direct significant cap-and-trade revenues to transportation investments and administer these funds at the regional level.

The state's new Cap-and-Trade Program represents one of the most promising opportunities for investing in transportation strategies that support GHG reductions. Given that the transportation sector accounts for 40 percent of state

GHG emissions, Alameda CTC supports directing a significant portion of cap-and-trade revenues to transportation investments.

Alameda CTC appreciates ARB's recognition of regional planning and local leadership in development of SCSs and the importance of supporting efforts both locally and regionally to implement these plans. In keeping with this key recommendation in the *Plan Update*, we recommend that ARB support that state funding for GHG reductions related to SCS implementation be administered at the regional level.

Support successful planning and investment strategies delivered by the regions and local agencies.

Alameda CTC is one of nine Bay Area CMAs that deliver almost \$1 billion each year for projects and programs that support the Bay Area's economy and mobility and reduce GHG emissions through cutting-edge transportation efforts such as:

- Bicycle and pedestrian infrastructure and programs
- Clean fuels and new technologies
- Highway/roadway improvements to reduce congestion and support goods movement
- Mass transit operations and capital investments
- Transportation Demand Management programs
- Transit oriented development
- Senior and disabled transportation

Bay Area voters have approved local transportation measures that fund these investments. We are held accountable to strict delivery timelines through open and public processes, and we report regularly to the public on how funds are expended. This accountability has resulted in significant investments that reduce congestion, improve access and efficiencies, and create safe, efficient, and clean transportation systems. Recognizing and rewarding the efficiency and effectiveness of our delivery processes by directing funds and administration authority to regions and local agencies will enable the state to advance its GHG reduction goals.

Alameda CTC appreciates your efforts on the AB 32 Scoping Plan Update, which will greatly influence transportation, goods movement, fuels, and infrastructure in California and change the way we perceive and address energy efficiency, waste, water, and agriculture, as well as protect our natural resources and enrich communities throughout California. We see investment in the transportation sector as a key strategy to meet the state's ambitious GHG reduction goals.

Sincerely,



for

ARTHUR L. DAO
Alameda CTC Executive Director



Memorandum

9.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: May 15, 2014

SUBJECT: Alameda CTC Draft Overall Work Program for FY2014-15

RECOMMENDATION: Receive and Review the Alameda CTC Draft Overall Work Program for FY2014-15

Summary

The purpose of the Draft Overall Work Program for FY2014-15 (Draft FY2014-15 OWP) is to provide the Commission with summary information of major agency workflow activities in core functions to meet its strategic goals and objectives to plan, fund and deliver transportation programs and projects. The Draft FY2014-15 OWP also serves as a guide to focus agency staff efforts and resources on critical core activities to ensure efficiency.

The Draft FY2014-15 OWP was developed concurrently with, and serves as a reference to, the Draft FY2014-15 Proposed Budget which is being presented concurrently to the Commission for approval in this month's meeting. The ability of the Alameda CTC to implement the Commission's direction on administrative, planning, programs and capital projects activities is dependent upon the Commission's approval of the Draft FY2014-15 Proposed Budget. The Draft FY2014-15 OWP details the development of the budget and the proposed budget authority requested therein, including budget needs related to activities expected to be completed by each Alameda CTC work team during FY2014-15. The FY2014-15 budget needs, which ties directly into the Draft FY2014-15 Proposed Budget, are provided alongside the prior fiscal year's adopted budget in the Draft FY2014-15 OWP for comparative purposes.

Once both the Draft FY2014-15 OWP and the Proposed Budget for FY2014-15 are adopted, any new major activities, not included and financially resourced in the Draft FY2014-15 OWP, would require additional resources or be deferred to the following fiscal year.

Background

Alameda CTC staff has assessed all activities expected to be completed in the upcoming fiscal year and developed a work plan and budget that covers the entire scope of work for FY2014-15. The Draft FY2014-15 OWP demonstrates an increased level of work planned for FY2014-15 and provides a detailed analysis of how Alameda CTC will accomplish all

activities outlined in the Draft FY2014-15 OWP with limited staff availability and resource constraints.

The Draft FY2014-15 OWP also provides details of expenditures and revenues by category in the budget for each of the four Alameda CTC work teams—the Planning and Policy Team, Programming and Programs Team, Finance and Administration Team and Capital Projects Team—which is further broken out by categories including salaries and benefits, management and support contract services and other costs. In addition, it provides an overview of staffing levels by Alameda CTC work team and the changes from the prior fiscal year. Graphs within the Draft FY2014-15 OWP help to illustrate the organizational structure by function and at the staffing level, the strategic planning process, revenues by source, expenditures by category, Measure B and Vehicle Registration Fee fund allocations and ridership performance of the Central County Taxi Program, a 2000 Measure B discretionary gap grant funded project. The detailed information is designed to give the reader a transparent view of the responsibilities and activities of the Alameda CTC, the level of resources necessary to accomplish these activities, and demonstrate that the Alameda CTC is a good steward of public funds for Alameda County.

It is expected that current staffing levels and resources should be adequate to meet the needs for FY2014-15, although it will require all staff to be prudent of available funding throughout the year. Unanticipated tasks may require staff to identify additional staffing and/or funding resources in order to meet demands outside of the Alameda CTC's defined scope of work. This may also change if the new ballot measure passes in November 2014, which will require Alameda CTC staff to reassess the Draft FY2014-15 OWP as part of the mid-year budget update process later in the fiscal year.

Fiscal Impact

There is no fiscal impact.

Attachments

- A. [Alameda CTC Overall Work Program for Fiscal Year 2014-2015](#) (hyperlinked to web)

Staff Contact

[Patricia Reavey](#), Director of Finance

[Seung Cho](#), Contracting, Administration and Fiscal Resource Manager



Memorandum

9.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: May 15, 2014

SUBJECT: Fiscal Year 2014-15 Draft Proposed Consolidated Budget for the Alameda County Transportation Commission

RECOMMENDATION: Approve the Fiscal Year 2014-15 draft proposed consolidated budget for the Alameda County Transportation Commission

Summary

The Alameda County Transportation Commission's (Alameda CTC) FY2014-15 Proposed Consolidated Budget demonstrates a sustainable, balanced budget utilizing projected revenues and fund balance to fund total expenditures. 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 Alameda CTC budget should fit into this third category over the next few years, as the accumulation of Measure B and Vehicle Registration Fee (VRF) funds are utilized to fund capital projects and programs in Alameda County.

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 our audited financial statements. It has been segregated by fund type and includes an adjustment column to eliminate interagency revenues and expenditures on a consolidated basis. The fund types are comprised of General Funds, Special Revenue Funds, Exchange Fund, Debt Service Fund and Capital Project Funds.

The proposed budget contains projected revenues totaling \$188.9 million of which sales tax revenues comprise \$127.5 million, or 67 percent, and VRF revenues comprise \$12.0 million, or 6 percent. In addition, the proposed budget also includes a projected FY2013-14 ending fund balance of \$276.9 million for total available resources of \$465.8 million. The projected revenues are offset by \$265.0 million in anticipated expenditures of which \$174.9 million, or 66 percent, are allocated for capital projects. These revenue and expenditure totals constitute a net reduction in fund balance of \$76.1 million and a projected consolidated ending fund balance of \$200.8 million. The reduction in fund balance is mostly due to the Alameda County Transportation Improvement Authority's (ACTIA) capital program and will be funded through accumulated Measure B sales tax revenues and bond proceeds.

Approval of the Draft Proposed Capital Projects budgets is requested for the amounts found in the "Proposed FY2014-15 Capital Budget with Estimated Roll Over" column on each of the capital budget sheets for the Congestion Management function, 2000 Measure B sales tax and 1986 Measure B sales tax. This column includes both the additional capital budget amount requested for FY2014-15 as well as an estimated roll over balance from FY2013-14. The capital amount carried forward to the consolidated Alameda CTC Proposed Budget sheet does not include the roll forward balances because these amounts are still included in the projected roll forward fund balance from the FY2013-14 adopted budget. During the mid-year budget update process, the roll forward fund balance will be updated to actual based on the audited financial statements. Therefore, the capital budget amount on the consolidated budget spreadsheet for the mid-year budget update will be for the full capital budget including both the actual roll forward balance from FY2013-14 and any additional requested capital budget for FY2014-15. This methodology is required to ensure accurate and reliable fund balance information in Alameda CTC budgets.

The proposed budget includes revenues and expenditures necessary to provide the following vital programs and planning projects for Alameda County:

- Measure B Discretionary Grants and Pass-Through Funding Programs
- Vehicle Registration Fee Programs
- Transportation For Clean Air Programs
- Sustainable Communities Technical Assistance Program
- Transportation and Land Use Planning
- Safe Routes to School (SR2S) Program
- SR2S BikeMobile Program
- 2014 Transportation Expenditure Plan/New Ballot Measure
- Countywide Transportation Plan
- Integrated Arterial Corridor Strategy
- Countywide Goods Movement Plan
- Congestion Management Programs
- Community Based Transportation Plan
- Guaranteed Ride Home Program
- Countywide Bicycle and Pedestrian Plan
- Travel Demand Model Support

In addition to the planning projects and programs listed above, the proposed budget also contains revenues and expenditures necessary to fund and deliver significant capital projects that expand access and improve mobility in Alameda County consistent with the FY2014-15 Strategic Plan also being considered this month by the Commission. Some of the more significant projects included in the proposed budget are as follows:

- BART Warm Springs Extension Project
- I-580 Corridor Improvements Project

- I-580 Express Lanes Projects
- I-880 to Mission Boulevard East-West Connector Project
- Route 84 Expressway Project
- I-80 Integrated Corridor Mobility Project
- Isabel Avenue – Route 84/I-580 Interchange Project
- Route 238/Mission-Foothill Corridor Improvement Project
- Route 92 Clawiter-Whitesell Interchange and Reliever Route Project
- I-680 Express Lanes Project
- I-880 North Safety & Operations Improvements at 23rd & 29th Project
- BART Oakland Airport Connector Project

The proposed budget allows for an additional inter-fund loan from the ACTA Capital Fund to the Alameda County Congestion Management Agency (ACCMA) General Fund of \$5 million, if and when necessary during FY2014-15, which would bring the total authorized loan amount to \$15 million. The loan program was adopted by the Commission in March, 2011 to help cash flow the ACCMA Capital Projects Fund.

Background

The proposed budget for FY2014-15 was developed concurrently with the FY2014-15 Overall Work Program for the Alameda CTC. Both documents focus on the mission and core functions of the Alameda CTC as defined in the Strategic Business Plan and enable the Alameda CTC to plan, fund and deliver transportation programs and projects that expand access and improve mobility in Alameda County. The proposed budget helps meet these goals by assigning available resources in the budget to formulate strategies and solutions for transportation opportunities and needs identified in planning processes; assigning the funding necessary to evaluate, prioritize, and finance programs and projects; and programming funds in order to deliver quality programs and projects in Alameda County on schedule and within budget.

Major Line Item Detail

Sales Tax Revenues – Increase of \$2.5 million, or 2 percent, over the FY2013-14 Revised Budget of \$125.0 million to \$127.5 million. This proposed sales tax revenue amount of \$127.5 million exceeds historical peak actual collections of \$121.1 million collected in FY2012-13 for Measure B.

Vehicle Registration Fee (VRF) Revenues – Increase of \$0.5 million, or 4.3 percent, over the FY2013-14 Revised Budget of \$11.5 million to \$12.0 million. This projection is based on revenues received since the beginning of the program as we now have two full years of collection data to use as a basis for projections.

Grant Revenues – Decrease of \$38.9 million, or 50.2 percent, from the FY2013-14 Revised Budget to \$38.7 million due to capital project roll forward balances accounted for in the budgeted fund balance rolled forward from FY2013-14.

Salaries and Benefits – Decrease of \$0.2 million, or 3.7 percent, from the FY2013-14 Revised Budget of \$4.0 million to \$3.8 million. The proposed budget for FY2014-15 provides funding for 22 of the 26 approved Full Time Equivalent (FTE) positions in compliance with the approved salary and benefit structure.

General Office Expenses – Increase of \$2.4 million, or 48.7 percent, from the FY2013-14 Revised Budget of \$5.0 million to \$7.5 million mostly due to the inclusion of interest expense for debt service which is offset by the elimination of bond closing costs and one-time office relocation costs in the FY2014-15 budget.

Other Administration – Increase of \$0.6 million, or 35.9 percent, from the FY2013-14 Revised Budget of \$1.5 million to \$2.1 million mostly related to a shift in identifying administrative support costs in the budget related to administration versus programs and planning.

Planning Expenditures – Increase of \$3.2 million, or 93.2 percent, over the FY2013-14 Revised Budget to \$6.7 million to support the Sustainable Communities Technical Assistance Program.

Programs Expenditures – Increase of \$0.2 million, or 0.2 percent, over the FY2013-14 Revised Budget of \$99.2 million to \$99.4 million mostly due to an increase in pass-through funding based on a calculation of sales tax receipts as prescribed in the 2000 Measure B Transportation Expenditure Plan.

Capital Projects Expenditures – Decrease of \$67.0 million, or 31.5 percent, from the FY2013-14 Revised Budget to \$145.8 million due to the capital budget rolled from FY2013-14 included in the roll forward fund balance from the FY2013-14 Revised Budget.

Limitation Ratios

The ACTIA Salary and Benefits Limitation ratio of 0.58 percent and the Administrative Cost Limitation ratio of 2.3 percent were calculated based on the proposed budgeted expenditures and were found to be in compliance with the 1.00 percent and 4.5 percent limitation requirement, respectively.

Fiscal Impact

The fiscal impact of the FY2014-15 Draft Proposed Consolidated Budget would be to provide resources of \$188.9 million and authorize expenditures of \$265.0 million with an overall decrease in fund balance of \$76.1 million for a projected ending fund balance of \$200.8 million.

Attachments

- A. Alameda CTC FY2014-15 Draft Proposed Consolidated Budget
- B. Congestion Management FY2014-15 Draft Proposed Capital Projects Budget
- C. 2000 Measure B Sales Tax FY2014-15 Draft Proposed Capital Projects Budget
- D. 1986 Measure B Sales Tax FY2014-15 Draft Proposed Capital Projects Budget
- E. 2000 Measure B Sales Tax FY2014-15 Draft Proposed Budget Limitations Calculations

Staff Contact

[Patricia Reavey](#), Director of Finance

[Seung Cho](#), Contracting, Administration and Fiscal Resource Manager

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**Alameda County Transportation Commission
Fiscal Year 2014-2015 Proposed Budget**

	General Funds	Special Revenue Funds	Exchange Fund	Debt Service Fund	Capital Project Funds	Inter-Agency Adjustments/ Eliminations	Total
Projected Beginning Fund Balance	\$ 23,081,829	\$ 18,698,051	\$ 1,338,164	\$ 20,335,856	\$ 213,432,928	\$ -	\$ 276,886,828
Revenues:							
Sales Tax Revenues	5,737,500	72,935,738	-	-	48,826,762	-	127,500,000
Investment Income	-	-	-	-	865,000	-	865,000
Member Agency Fees	1,394,819	-	-	-	-	-	1,394,819
VRF Funds	42,432	12,000,000	65,676	-	425,000	(533,108)	12,000,000
Other Revenues	168,576	2,155,746	6,415,367	-	697,035	(937,231)	8,499,492
Grants	11,529,674	886,532	-	-	55,877,351	(29,637,847)	38,655,709
Total Revenues	18,873,001	87,978,016	6,481,043	-	106,691,147	(31,108,187)	188,915,020
Expenditures:							
<u>Administration</u>							
Salaries and Benefits	1,560,041	-	-	-	186,551	-	1,746,591
General Office Expenses	1,571,549	45,250	-	5,653,839	229,307	(41,055)	7,458,890
Other Administration	1,657,294	29,000	-	-	445,085	(29,048)	2,102,332
Commission and Community Support	195,000	33,000	-	-	20,000	(33,000)	215,000
Contingency	175,000	-	-	-	25,000	-	200,000
<u>Planning</u>							
Salaries and Benefits	688,415	-	-	-	-	-	688,415
Planning Management and Support	517,865	-	-	-	-	-	517,865
Transportation Planning	7,666,002	-	-	-	-	(2,026,077)	5,639,925
Congestion Management Program	575,000	-	-	-	-	(75,000)	500,000
<u>Programs</u>							
Salaries and Benefits	328,561	636,813	69,917	-	-	(263,350)	771,941
Programs Management and Support	113,370	928,443	3,000	-	-	-	1,044,813
Safe Routes to School Programs	1,926,500	-	-	-	-	(10,775)	1,915,725
VRF Programming and Other Costs	-	12,164,108	-	-	-	(108,108)	12,056,000
Measure B Pass-Through	-	66,874,096	-	-	-	-	66,874,096
Grant Awards	-	6,364,621	-	-	-	(741,127)	5,623,494
Other Programming	135,000	5,623,749	6,342,450	-	-	(204,745)	11,896,454
<u>Capital Projects</u>							
Salaries and Benefits	-	-	-	-	944,399	(325,216)	619,183
Project Management and Support	-	-	-	-	3,614,328	-	3,614,328
Capital Project Expenditures	-	-	-	-	169,386,662	(27,839,252)	141,547,410
Indirect Cost Recovery/Allocation	(588,566)	-	-	-	-	588,566	-
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds							
Total Expenditures	16,521,030	92,699,080	6,415,367	5,653,839	174,851,332	(31,108,187)	265,032,461
Net Change in Fund Balance	2,351,971	(4,721,064)	65,676	(5,653,839)	(68,160,184)	-	(76,117,440)
Projected Ending Fund Balance	\$ 25,433,800	\$ 13,976,987	\$ 1,403,840	\$ 14,682,017	\$ 145,272,744	\$ -	\$ 200,769,388

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**Alameda County Congestion Management Function
Fiscal Year 2014-2015
Proposed Capital Project Budget**

Project Name	Project #	Estimated FY 2013-14 Rollover to FY 2014-15	Proposed FY 2014-15 Capital Budget	Proposed FY 2014-15 Capital Budget w/ Estimated Rollover	Funding Sources			
					Total Local Funding Sources	Total Regional Funding Sources	Total State Funding Sources	Total Federal Funding Sources
I-580 San Leandro Soundwall/Landscape	774.0-1	\$ 13,393	\$ -	\$ 13,393	\$ -	\$ -	\$ -	13,393
Grand MacArthur	702.0	25,956	(3,956)	22,000	-	-	-	22,000
I-680 HOT Lane	710.0-5	511,085	(200,000)	311,085	311,085	-	-	-
I-680 Northbound HOV / Express Lane	721.0	715,789	800,000	1,515,789	1,515,789	-	-	-
I-80 Gilman Interchange Improvements	765.0	391,172	250,000	641,172	141,204	-	-	499,968
Smart Corridors Operation and Maintenance	945.0	927,612	425,000	1,352,612	1,352,611	-	-	-
Smart Corridors Operation and Maintenance/Tri-Valley	945.1	47,145	(47,145)	-	-	-	-	-
Caldecott Tunnel	716.0	380,533	900,000	1,280,533	1,280,533	-	-	-
I-880 North Safety & Op Improv 23rd&29th	717.0	4,255,926	1,690,331	5,946,257	3,239,353	2,679,399	11,453	16,052
I-580 Environmental Mitigation	720.3	197,196	-	197,196	-	197,196	-	-
I-580 Eastbound Express (HOT) Lane	720.4	952,630	8,144,209	9,096,839	2,853,209	362,565	1,294,448	4,586,616
I-580 Eastbound Auxiliary (AUX) Lane	720.5	3,169,489	8,022,500	11,191,989	8,891,988	2,300,000	-	-
I-580 Westbound HOV Lane	724.0, 4-5	368,085	16,767,825	17,135,910	15,226,380	490,099	1,419,431	-
I-580 Westbound HOT Lane	724.1	1,493,344	4,074,715	5,568,059	3,825,551	-	1,742,508	-
Altamont Commuter Express Operations	725.0	10,000	10,000	20,000	20,000	-	-	-
Altamont Commuter Express	725.1	1,672,363	(68,383)	1,603,980	1,526,329	-	77,652	-
I-880 Southbound HOV Lane	730.0-2	5,053,275	(981,486)	4,071,789	3,531,790	-	-	540,000
I-880 Southbound HOV Lane Landscaping/Hardscaping	730.3	9,000	6,000	15,000	15,000	-	-	-
Webster Street Smart Corridor	740.0-2	126,707	-	126,707	81,990	-	-	44,717
I-880 Boulevard/I-880 PSR	750.0	99,681	-	99,681	99,681	-	-	-
I-680/880 Cross Connector PSR	770.0	342,432	-	342,432	342,432	-	-	-
I-680 SB HOV Lane	772.0	(69,173)	3,454,925	3,385,752	3,385,752	-	-	-
Route 84 Widening Project - Pigeon Pass to Interstate 680	780.0	150,000	1,500,000	1,650,000	1,650,000	-	-	-
I-80 Integrated Corridor Mobility	791.0-6	8,173,658	8,753,021	16,926,679	323,050	-	16,550,952	52,677
		<u>\$ 29,017,298</u>	<u>\$ 53,497,557</u>	<u>\$ 82,514,854</u>	<u>\$ 49,613,728</u>	<u>\$ 6,029,259</u>	<u>\$ 21,086,444</u>	<u>\$ 5,775,423</u>

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**2000 Measure B Sales Tax
Fiscal Year 2014-2015
Proposed Capital Project Budget**

Project Name	Project #	Estimated FY 2013-14 Rollover to FY 2014-15	Proposed FY 2014-15 Capital Budget	Proposed FY 2014-15 Capital Budget w/ Estimated Rollover	Funding Sources			
					Total Local Funding Sources	Total Regional Funding Sources	Total State Funding Sources	Total Federal Funding Sources
ACE Capital Improvements	601.0	\$ 1,704,890	\$ 2,830,000	\$ 4,534,890	\$ 4,534,890	\$ -	\$ -	\$ -
BART Warm Springs Extension	602.0	97,135	50,000,000	50,097,135	50,097,135	-	-	-
BART Oakland Airport Connector	603.0	4,898,958	-	4,898,958	4,898,958	-	-	-
Downtown Oakland Streetscape	604.0	3,782,700	-	3,782,700	3,782,700	-	-	-
Telegraph Avenue Bus Rapid Transit	607.1	1,062,991	-	1,062,991	1,062,991	-	-	-
I-680 Express Lane	608.0-1	693,095	5,700,000	6,393,095	6,393,095	-	-	-
Iron Horse Trail	609.0	1,000,000	-	1,000,000	1,000,000	-	-	-
I-880/Broadway-Jackson Interchange	610.0	2,277,882	-	2,277,882	2,277,882	-	-	-
I-580/Castro Valley Interchanges Improvements	612.0	3,453,037	-	3,453,037	3,453,037	-	-	-
Lewelling/East Lewelling	613.0	617,222	-	617,222	617,222	-	-	-
I-580 Auxiliary Lanes	614.0	1,230	-	1,230	1,230	-	-	-
I-580 Auxiliary Lanes - Westbound Fallon to Tassajara	614.1	212,000	-	212,000	212,000	-	-	-
I-580 Auxiliary Lanes - Westbound Airway to Fallon	614.2	1,076,332	1,025,000	2,101,332	2,101,332	-	-	-
I-580 Auxiliary Lanes - E/B El Charro to Airway	614.3	45,986	-	45,986	45,986	-	-	-
Rte 92/Clawiter-Whitesell Interchange	615.0	365,497	6,700,000	7,065,497	7,065,497	-	-	-
Hesperian/Lewelling Widening	617.1	599,622	-	599,622	599,622	-	-	-
Westgate Extension	618.1	322,180	-	322,180	322,180	-	-	-
E. 14th/Hesperian/150th Improvements	619.0	2,191,871	-	2,191,871	2,191,871	-	-	-
I-238 Widening	621.0	294,164	-	294,164	294,164	-	-	-
I-680/I-880 Cross Connector Study	622.0	351,773	-	351,773	351,773	-	-	-
Isabel - Route 84/I-580 Interchange	623.0	10,535,576	-	10,535,576	10,535,576	-	-	-
Route 84 Expressway	624.0-3	525,059	21,650,000	22,175,059	22,175,059	-	-	-
Dumbarton Corridor	625.0	82,746	-	82,746	52,746	30,000	-	-
Dumbarton Corridor - Central Avenue Overpass	625.1	2,900,000	-	2,900,000	2,900,000	-	-	-
I-580 Corridor Improvements	626.0	-	26,467,832	26,467,832	26,467,832	-	-	-
I-80 Integrated Corridor Mobility	627.2	335,000	-	335,000	335,000	-	-	-
I-880 Corridor Improvements in Oakland and San Leandro	627.3	2,933,103	-	2,933,103	2,933,103	-	-	-
CWTP/TEP Development	627.4	48,000	-	48,000	48,000	-	-	-
Studies at Congested Segments/Locations on CMP	627.5	349,000	-	349,000	349,000	-	-	-
Project Management / Closeout	600.0	-	2,500,000	2,500,000	2,500,000	-	-	-
		\$ 42,757,049	\$ 116,872,832	\$ 159,629,881	\$ 159,599,881	\$ 30,000	\$ -	\$ -

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**1986 Measure B Sales Tax
Fiscal Year 2014-2015
Proposed Capital Project Budget**

Project Name	Project #	Estimated FY 2013-14 Rollover to FY 2014-15	Proposed FY 2014-15 Capital Budget	Proposed FY 2014-15 Capital Budget w/ Estimated Rollover
I-880 to Mission Blvd. Route 262 Interchange Reconstruction	501.0	\$ 481,414	\$ -	\$ 481,414
I-880 to Mission Blvd. and East-West Connector	505.0	22,410,397	-	22,410,397
Route 238/Mission-Foothill-Jackson Corridor Improvement	506.0	5,632,273	1,500,000	7,132,273
I-580 Interchange Improvements Project in Castro Valley (for ACTIA 12/612.0)	507.0	1,743,036	2,000,000	3,743,036
Central Alameda County Freeway System Operational Analysis	508.0	1,099,692	-	1,099,692
Castro Valley Local Area Traffic Circulation Improvement	509.0	2,080,224	-	2,080,224
Project Closeout	500.0	272,063	75,000	347,063
		<u>\$ 33,719,099</u>	<u>\$ 3,575,000</u>	<u>\$ 37,294,099</u>

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**2000 Measure B Sales Tax
Fiscal Year 2014-2015
Proposed Budget Limitation Calculations**

Net Sales Tax	\$	127,500,000	A
Investments & Other Income		<u>5,268,622</u>	B
Funds Generated	\$	132,768,622	C
Administrative Salaries & Benefits	\$	737,354	D
Other Administration Costs		<u>2,106,376</u>	E
Total Administration Costs	\$	2,843,730	F

Gross Salaries & Benefits to Net Sales Tax 0.5783% = D/A

Gross Salaries & Benefits to Funds Generated 0.5554% = D/C

Total Administration Costs to Net Sales Tax 2.2304% = F/A

** Sales tax reauthorization ballot costs budgeted in the amount of \$1.4 million are not included in other administrative costs. They will be paid from prior year excess administrative costs limitation calculation balances.*

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