



# Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

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Councilmember Michael Gregory

**City of Union City**  
Mayor Carol Dutra-Vernaci

**Executive Director**  
Arthur L. Dao

## Alameda County Transportation Commission

Thursday, June 26, 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

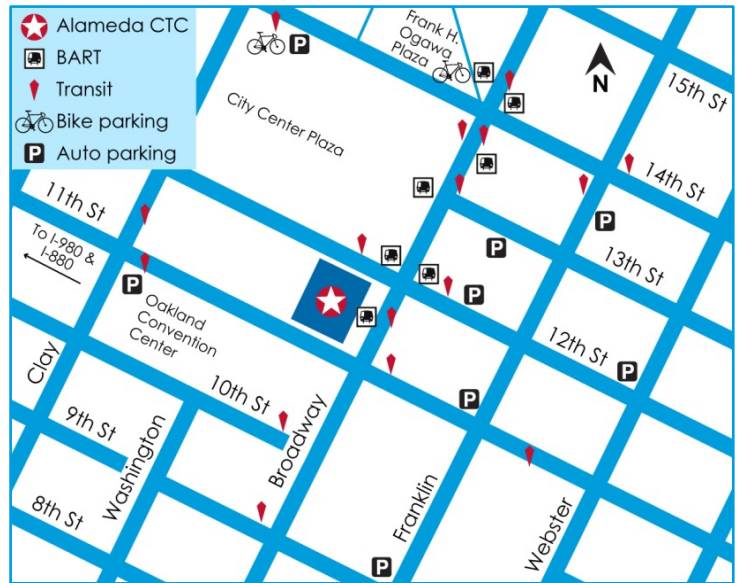
A glossary that includes frequently used acronyms is available on the Alameda CTC website at [www.AlamedaCTC.org/app\\_pages/view/8081](http://www.AlamedaCTC.org/app_pages/view/8081).

## 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](http://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](http://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](http://www.AlamedaCTC.org/events/month/now).

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# Commission Meeting Agenda

## Thursday, June 26, 2014, 2 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

### 1. Pledge of Allegiance

*\*This meeting will be called to order in memory of Alameda CTC Commissioner Peggy Thomsen.*

### 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 June 9 2014, Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1.

#### 6.1. [Approval of May 22, 2014 Minutes](#)

1 A

Recommendation: Approve the May 22, 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 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 Goods Movement Plan Vision and Goals](#)

31 I

#### 6.6. [California Transportation Commission May 2014 Meeting Summary](#)

41 I

#### 6.7. [FY 2012-2013 Measure B and Vehicle Registration Fee Program Compliance Reports](#)

45 A

Recommendation: Approve FY 2012-2013 Measure B and Vehicle Registration Fee Program Compliance Reports and the exemption requests from the Timely Use of Funds Policy.

#### 6.8. [FY 2014-15 Measure B Paratransit Program and Overview](#)

109 A

Recommendation: Approve FY 2014-15 Measure B Paratransit Program Express Lane Projects.

#### 6.9. [Alameda CTC At Risk Monitoring Reports](#)

131 A

Recommendation: Approve the State Transportation Improvement Program (STIP), Federal Surface Transportation/ Congestion Mitigation and Air Quality (STP/CMAQ), and Transportation for Clean Air (TFCA) At Risk monitoring reports dated May 31, 2014.

6.10. [Transportation Fund for Clean Air \(TFCA\) FY 2014-15 Program](#) 157 A

6.11. [State Route 84 Widening - Pigeon Pass to I-680 Project \(PN 780.0\): Preliminary Design and Environmental Studies](#) 161 A

Recommendation: 1) Authorize the release of a Request for Proposal (RFP) for Preliminary Design and Environmental Studies, and 2) Authorize the Executive Director, or a designee of the Executive Director, to negotiate and execute a Professional Services Agreement for Preliminary Design and Environmental Studies

6.12. [I-680 Southbound Express Lane \(PN 950.0\) – Contract Amendments to the Professional Services Agreements with Novani LLC \(Agreement No. A09-028\), Electronic Transaction Consultants Corporation \(Agreement No. A08-001\) and CDM Smith \(Agreement No. A04-007\)](#) 163 A

Recommendation: Approve and authorize the Executive Director to execute amendments for the following Professional Services Agreements in support of the Operations and Maintenance of the I-680 Southbound Express Lane: 1) Amendment No. 5 to Agreement No. A09-028 with Novani, LLC for a not-to-exceed amount of \$75,000 and a one-year time extension; 2) Amendment No. 2 to Agreement No. A08-001 with Electronic Transaction Consultants Corporation for a not-to-exceed amount of \$800,000 and a one-year time extension, with the option to extend for one additional year for a not-to-exceed amount of \$1,000,000, subject to I-680 Sunol Smart Carpool Lane Joint Powers Authority approval of FY 2015-16 Operating Budget; and 3) Amendment No. 9 to Agreement No. A04-007 with CDM Smith for a one year time extension.

6.13. [Alameda CTC Proposed Overall Work Program and Consolidated Budget for FY2014-15](#) 171 A

Recommendation: Approve the Alameda CTC proposed consolidated budget for FY2014-15 and receive the Overall Work Program for FY2014-15

6.14. [Community Advisory Appointments](#) 245 A

Recommendation: Approve the Alameda Community Advisory Appointments

## 7. Community Advisory Committee Reports (Time limit: 3 minutes per speaker)



- |                                                                                           |     |   |
|-------------------------------------------------------------------------------------------|-----|---|
| 7.1. <a href="#">Bicycle and Pedestrian Advisory Committee</a> - Midori Tabata, Chair     | 251 | I |
| 7.2. <a href="#">Citizens Watchdog Committee</a> – James Paxson, Chair                    | 253 | I |
| 7.3. <a href="#">Paratransit Advisory and Planning Committee</a> – Sylvia Stadmire, Chair | 261 | I |

## 8. Planning, Policy and Legislation Committee Action Items

On June 9, 2014, the Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations.

- |                                                                                                                                                                                                                                                                           |     |     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-----|
| 8.1. Review of Polling Results (Verbal)                                                                                                                                                                                                                                   |     | I   |
| 8.2. <a href="#">Final 2014 Transportation Expenditure Plan Ordinance and Placement on the Ballot</a><br>Recommendation: Approve the 2014 Transportation Expenditure Plan Ordinance and Request the Board of Supervisors to Place the Measure on the November 2014 Ballot | 273 | A   |
| 8.3. <a href="#">Legislative Update</a><br>Recommendation: Approve recommended positions on legislation and receive an update on state and federal legislative activities                                                                                                 | 289 | I/A |

## 9. Closed Session

- 9.1. Pursuant to California Government Code section 54956.9 (c)  
Conference with General Counsel regarding anticipated litigation related to proposed acquisition of real property interests necessary for Route 84 Expressway - South Segment Project (PN 624.2) – Six (6) Items
- 9.2. Report on Closed Session

## 10. Member Reports (Verbal)

## 11. Adjournment

**Next meeting:** July 24, 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, May 22, 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 members were present with the exception of the following: Commissioner Laurie Capitelli, Commissioner Luis Freitas and Commissioner Michael Gregory.

Commissioner Pauline Cutter was present as the Alternate for Commissioner Wilma Chan. Commissioner Kris Worthington was present as the Alternate for Commissioner Keith Carson. Commissioner Dan Kalb was present as the Alternate for Commissioner Larry Reid.

Subsequent to the roll call:

Commissioner Luis Freitas arrived prior to the vote on the motion for item 7.3.

## 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.`

## 6. Consent Calendar

6.1. Approval of April 24, 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 (HOT) Lane Projects (PN 720.4/724.1): Monthly Progress Report

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

6.5. Countywide Multimodal Plans Update (verbal)

6.6. AC Transit East Bay Bus Rapid Transit (EBBT) Funding

6.7. FY2014-15 Measure B Capital Program Strategic Plan Update

6.8. 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)

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

6.10. 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)

- 6.11. 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
- 6.12. Sales Tax Revenue Budget for FY2013-14
- 6.13. Alameda CTC FY2013-14 Third Quarter Investment Report
- 6.14. Alameda CTC FY2013-14 Third Quarter Financial Report
- 6.15. Community Advisory Committee Appointment

*Commissioner Worthington motioned to approve the Consent Calendar. Commissioner Marchand seconded the motion. The motion passed unanimously (Capitelli, Freitas and Gregory absent).*

## **7. Community Advisory Committee Reports**

### **7.1. Bicycle and Pedestrian Advisory Committee (BPAC)**

No one was present from BPAC.

### **7.2. Citizens Watchdog Committee (CWC)**

James Paxson, Chair of CWC stated that the committee had not met since the last report to the Commission. He stated that the committee is continuing work on the annual report which will be adopted in July and he reviewed vacancies on the committee.

### **7.3. Paratransit Advisory and Planning Committee (PAPCO)**

Sylvia Stadmire, Chair of PAPCO stated that the committee met in April. She stated that the committee met jointly with ParaTAC to review the Access Alameda Guide and website and will hold its annual organizational meeting in June. Sylvia stated that the committee also reviewed bylaws and received a report on the new sales tax measure. She concluded by reviewing 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 next month there will be a steering committee meeting which will review the ordinance and ballot language. She also stated that each commissioner had been provided a folder that was specific to their jurisdiction and contained information on the expenditure plan. She stated that the folders also contained educational and outreach materials, a PowerPoint and speaking points related to the plan. Tess stated that staff will be going to the board of supervisors to request ballot placement in July.

*This item was for information only.*

## **8.2. Legislative Update**

Tess Lengyel provided an update on state and federal legislative initiatives. She stated that the Commission adopted a legislative program with six categories and an emphasis on cap and trade. Tess discussed funding considerations that Congress is addressing regarding the surface transportation bill and provided updates on the state budget process including cap and trade discussions. Tess concluded by recommending that the Commission take a support position on SB 1122.

*Commissioner Kaplan moved to approve the recommended position.  
Commissioner Worthington seconded the motion. The motion passed unanimously (Capitelli and Gregory absent).*

## **9. Finance and Administration Committee Action Items**

### **9.1. Alameda CTC Draft Overall Work Program for FY2014-15**

Patricia Reavey presented the Alameda CTC overall work program. She covered the purpose and development of the plan and stated that the work plan ties directly into the agency budget. Patricia covered revenues and expenditures and activities that each agency department is responsible for. She also highlighted major agency work for the planning and policy team, programming/programs and capital projects, and the finance and administration team. Patricia covered staffing levels for the next fiscal year as well as additional resources that may possibly be identified. She concluded by stating that any changes that need to be made to the budget as a result of the new ballot measure approval will be made during the mid-year budget update.

Kaplan stated that the reduction of planning and policy funding for staffing could be a problem considering the amount of planning and policy work coming before the Commission. Art stated that the reduction is due to the consolidation of two management positions into one.

Commissioner Cutter wanted to know why debt services are considered as part of the administration line item. Patricia stated that staff didn't want to add another line in the budget however, the debt services has its own individual funding source.

Commission Harrison wanted to know why the I-680 JPA wasn't listed in the work plan. Art stated that the I-680 JPA is its own governing authority with its own budget and work plan.

*This item was for information only.*

### **9.2. Fiscal Year 2014-15 Draft Proposed Consolidated Budget for the Alameda County Transportation Commission**

Patricia Reavey recommended that the Commission approve the Fiscal Year 2014-15 draft proposed consolidated Budget for the Alameda County Transportation

Commission. She covered the development process for the budget and stated that the budget is broken down by subject type and included resources for key plans and programs. She covered six significant projects in the budget, revenues and expenditures and budget limitation calculations for the sales tax program.

*Commissioner Kaplan moved to approve the item. Commissioner Dutra-Vernaci seconded the motion. The motion passed unanimously (Capitelli and Gregory absent).*

#### **10. Member/Staff Reports**

Commissioner Haggerty stated that the MTC Commission voted to forgive a loan given to the CMA, which make 91mill dollars of funding available for use towards other projects.

#### **11. Adjournment**

The next meeting is:

Date/Time: Thursday, June 26, 2014 @ 2:00 p.m.

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

Attested by:

A handwritten signature in blue ink, appearing to read "Vanessa Lee", is written over a horizontal line.

Vanessa Lee,  
Clerk of the Commission





# Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** June 19, 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 May 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**  
**May 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 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 express Lane components to facilitate express lane completion. Project staff is working to combine HOV and express lane 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 – 52% of the contract work was completed as of 4/21/14**

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 occur between Hacienda Drive and Greenville Road from May to October 2014

### **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	<b>0.02</b>
PS&E		1.72	1.30	0.23			<b>3.25</b>
ROW		0.17	0.08			0.28	<b>0.53</b>
Construct Cap	17.87	2.20	0.14		4.69	6.57	<b>31.47</b>
Construct Sup	2.53	1.12	0.10			0.71	<b>4.46</b>
<b>Total</b>	<b>20.40</b>	<b>5.21</b>	<b>1.62</b>	<b>0.23</b>	<b>4.69</b>	<b>7.58</b>	<b>39.73</b>
<b>Total Project Cost: \$39.7M</b>							

### **SCHEDULE STATUS**

The Eastbound AUX 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. With the inclusion of infrastructure to support express lane operations, construction is now planned to complete in late 2015.

Project Approval	December 2011 (A)
RTL	May 2012 (A)
CTC Vote	May 2012 (A)
Begin Construction (Award)	November 2012 (A)
End Construction	October 2015 (T)

**ATTACHMENT B**  
**I-580 Westbound HOV Lane Projects (PN 724.4/724.5)**  
**Monthly Progress Report**  
**May 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 express Lane components to facilitate express lane completion. Project staff is working to combine HOV and express lane construction work in a manner that will allow the HOV/express lane facility to be opened concurrently
- Additional widening of the North Livermore Avenue structure to accommodate express 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 express lane components to facilitate express lane completion. Project staff is working to combine HOV and express lane

construction work in a manner that will allow the 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) – 45% 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 – 44% of the contract work was completed as of 4/18/14**

- 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
- Paving of ramps and conform areas will begin at Greenville and progress westward starting in May 2014

#### **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 will occur between Airway Boulevard and Hacienda Drive from May to October 2014

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

### *Funding Plan – SEGMENT 2 (Western Segment)*

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

## 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. With the inclusion of infrastructure to support express lane operations, construction is now planned to complete in late 2015.

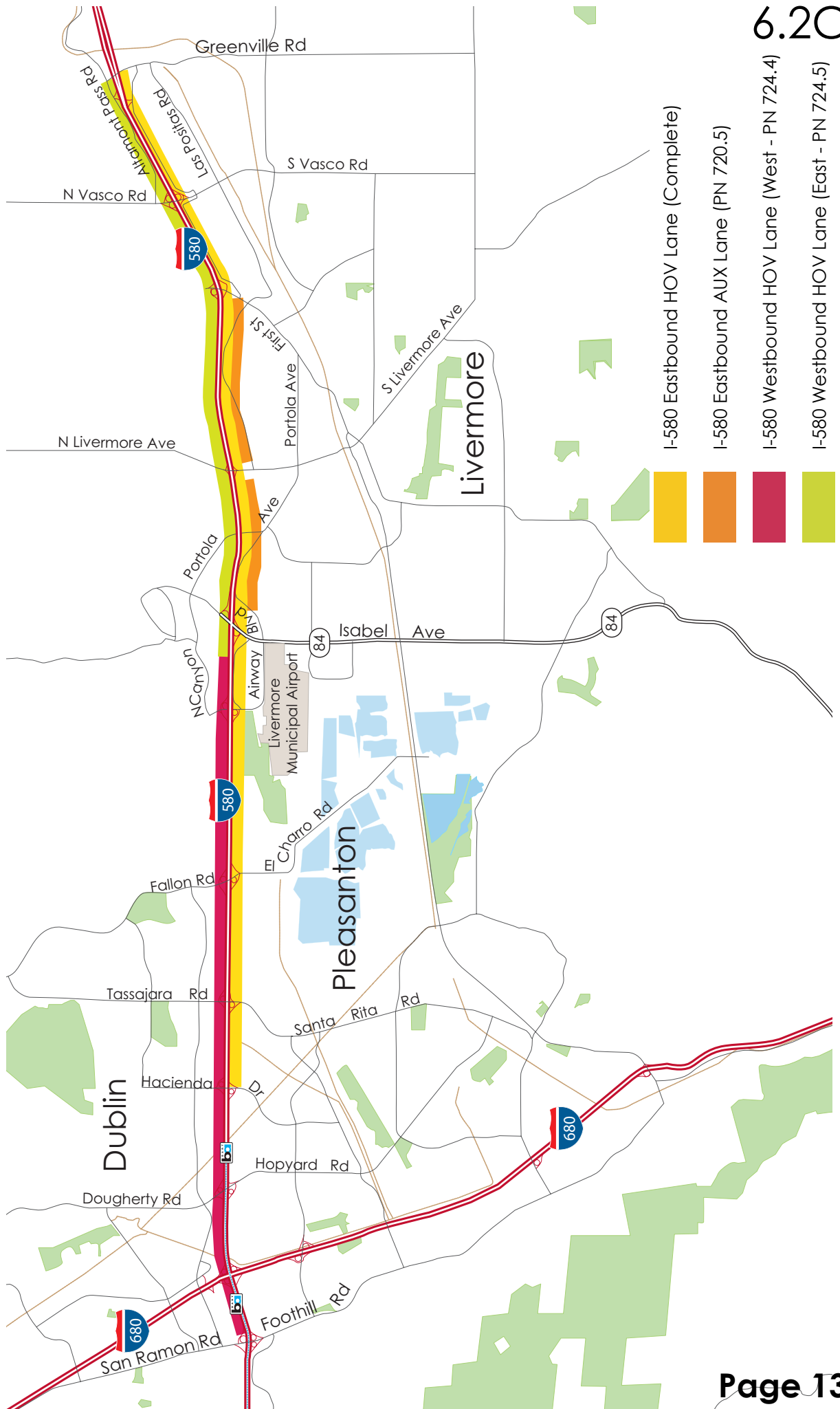
Project Approval	January 2010 (A)
RTL	May 2012 (A)
CTC Vote	May 2012 (A)
Begin Construction (Award)	November 2012 (A)
End Construction	December 2015 (T)

### 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. With the inclusion of infrastructure to support express lane operations, construction is now planned to complete in mid 2015.

Project Approval	January 2010 (A)
RTL	April 2012 (A)
CTC Vote	April 2012 (A)
Begin Construction (Award)	October 2012 (A)
End Construction	July 2015 (T)

# I-580 Corridor HOV Lane Projects - Location map



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# Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** June 19, 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 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 civil construction phase. The civil construction is being implemented via multiple CCO's under the on-going construction contracts.

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 &3 CCOs) to the above mentioned contracts to construct remaining civil scope elements of the express lanes. 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 Lane Project Monthly Progress Report
- B. I-580 Westbound Express Lane Project Monthly Progress Report
- C. I-580 Express 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 Lane Project

### Monthly Progress Report

### June 2014

#### PROJECT DESCRIPTION

The Eastbound I-580 Express 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

- Negotiated CCO prices with 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 environmental work
- 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 Lane Project Schedule:

Project Approval	March 2014
Civil Design Completion	April 2014
Begin Construction	June 2014
End Construction (Civil and System Integrator)	November 2015

**ATTACHMENT B**  
**I-580 Westbound Express Lane Project**  
**Monthly Progress Report**  
**June 2014**

**PROJECT DESCRIPTION**

The I-580 Westbound 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 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.
- Negotiated CCOs prices with the contractors

**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 Lane Project Schedule:

Project Approval	August 2013
Civil Design Completion	April 2014
Begin Construction	June 2014
End Construction (Civil and System Integrator)	November 2015



## ATTACHMENT C

### I-580 Express Lanes Systems Integration

### Monthly Progress Report

### June 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 Bay Area Toll Authority 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.

ETC Corporation (ETCC), the project toll system integrator, 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**

### **Software and hardware design**

ETCC staff has completed and submitted the Preliminary Detailed Design Document (PDD) based on a “near continuous” access express lane system for Alameda CTC review and approval. Once PDD is approved, ETCC will prepare and submit a Detailed Design Document (DDD) by mid-August for Alameda CTC review and approval. Subsequent DDD approval by Alameda CTC, they will 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

- Completion of PDD for electronic toll system based on a near continuous access configuration, "zone tolling" and automated violation enforcement

## UPCOMING ACTIVITIES

- ETCC to complete a DDD for accommodating "zone tolling" and automated violation enforcement
- 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)	
<b>PA&amp;ED</b>			1.39	2.17	0.10		3.66
<b>PS&amp;E</b>	0.70		0.11	0.93	3.10		4.84
<b>Sys. Int.</b>	6.80			0.68	1.47	8.05	17.00
<b>ROW</b>				0.37			0.37
<b>Const. Support</b>			2.55		0.05	1.47	4.07
<b>Construct</b>		1.00		0.63	1.28	21.65	24.56
<b>Cap</b>							
<b>O&amp;M</b>						0.48	0.48
<b>TOTAL</b>	<b>7.50</b>	<b>1.00</b>	<b>4.05</b>	<b>4.78</b>	<b>6.0</b>	<b>31.65</b>	<b>54.98</b>
<b>Total Project Cost: \$54.98M</b>							

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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](http://www.AlamedaCTC.org)

**DATE:** June 19, 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 May 5, 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

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** June 19, 2014

**SUBJECT:** Countywide Goods Movement Plan Vision and Goals

**RECOMMENDATION:** Receive an update on Countywide Goods Movement Plan Vision and Goals

## Summary

Goods movement is critical to a strong economy and a high quality of life in Alameda County. The central location of the county in the Bay Area combined with significant freight transportation assets, such as major interstates, the Port of Oakland and two major rail lines, position it as a goods movement hub for Northern California. Alameda CTC is developing a Countywide Goods Movement Plan that will outline a long-range strategy for how to move goods efficiently, reliably, and sustainably within, to, from and through Alameda County by roads, rail, air and water. The vision and goals guide the plan development process, including the later identification and evaluation of projects, programs, and policies.

Attachment A presents the Draft Countywide Goods Movement Plan vision and goals and provides supporting documentation explaining how these were developed. The vision and goals are consistent with the priorities in related plans and policies, including the Alameda Countywide Transportation Plan, Plan Bay Area, and the vision and goals from the California Freight Mobility Plan. The vision and goals encapsulate a series of issues identified through broad-based stakeholder outreach to assess goods movement needs and opportunities. The vision and goals are identical to the draft vision and goals for the MTC Regional Goods Movement Plan which is being developed concurrently with the Alameda Countywide Goods Movement Plan, thereby ensuring that these two plans are aligned.

The vision and goals are presented in June for initial feedback and will be brought for Commission approval in July 2014, along with performance measures. The vision, goals and performance measures are being brought to the Alameda County Technical Advisory Committee for review and discussion in June and a recommendation for approval to the Commission in July 2014.

## Fiscal Impact:

There is no fiscal impact.

**Attachments:**

- A. Alameda County and MTC Goods Movement Plans – Vision and Goals Technical Memorandum

**Staff Contact**

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

[Matthew Bomberg](#), Assistant Transportation Planner

# Technical Memorandum

TO: Tess Lengyel, Alameda CTC and Carolyn Clevenger, MTC  
FROM: Cambridge Systematics  
DATE: June 9, 2014  
RE: Alameda County and MTC Goods Movement Plans –Vision and Goals

---

## *Introduction*

The vision and goals of the Alameda Countywide Goods Movement Plan and the Metropolitan Transportation Commission (MTC) Regional Goods Movement Plan will guide the Alameda County Transportation Commission (CTC), MTC and their partners in creating plans that address key issues in the county and the region. The vision and goals will align these Goods Movement Plans with priorities identified in the Alameda Countywide Transportation Plan (CWTP), the MTC Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), material developed for the California Freight Advisory Committee and California Freight Mobility Plan (FMP), and other relevant plans and policies. After reviewing these documents, and based on an initial assessment of needs and issues in the County and throughout the region, we believe that the vision and goals of the Countywide Transportation Plan and the Regional Transportation Plan should be the same. This memorandum proposes a draft vision statement and goals, followed by a brief discussion about how the goals relate to the CWTP, RTP/SCS and FMP.

## *Draft Goods Movement Plan Vision and Goals*

The **vision** lays out the strategic direction for each agency.

The goods movement system will be safe and efficient, provide integrated connections to international and domestic markets to enhance economic competitiveness, create jobs and promote innovation while reducing environmental impacts and improving residents' and employees' quality of life.

This vision is supported by **goals** that rely on collaboration with public and private sector and community partners to maintain, operate and invest in the goods movement system to:

1. Reduce and mitigate impacts from goods movement operations to create a healthy and clean environment, and support improved quality of life for people most burdened by goods movement.

2. Increase jobs and economic opportunities that support residents and businesses.
3. Preserve and strengthen an integrated and connected, multimodal goods movement system that supports freight mobility and access, and is coordinated with passenger transportation systems and local land use decisions.
4. Provide safe, reliable, efficient, resilient, and well-maintained goods movement facilities and corridors.
5. Promote innovative technology and policy strategies to improve the efficiency of the goods movement system.

### ***Supporting Material***

The recommended vision and goals relate directly to the Alameda CTC CWTP and MTC RTP/SCS and other planning efforts around the Bay Area. These guiding statements also support the key goods movement issues identified in the Goods Movement Plan outreach activities to-date. This section summarizes these goals and issues.

Our analysis shows that the CWTP, RTP/SCS and FMP goals – and the region/county goods movement issues – map well to the draft Goods Movement Plans goals. Table 1 shows how the recommended goals relate to the CWTP goals.

**Table 1 Comparison of draft Goods Movement Plan goals to other plans and issues**

#	Draft Goods Movement Plan Goal	Relevant goals from related plans and issues			
		CWTP	RTP/SCS	CFAC/ FMP	Goods Movement Issues
1.	Preserve and strengthen an integrated and connected, multimodal goods movement system that supports freight mobility and access, and is coordinated with passenger transportation systems and local land use decisions.	1,3,7	7	2	a, b, c, d, e, i, w
2.	Provide safe, reliable, efficient and well-maintained goods movement facilities.	5,7	7	2, 4, 5	f, j, k, m, o, p, q, x
3.	Increase economic growth and prosperity that supports communities and businesses.	6	6	1	f, g, h, k, m
4.	Reduce environmental and community impacts from goods movement operations to create a healthy and clean environment, and support improved quality of life for those communities most burdened by goods movement.	8,2	3,5	3	r, s, t, u, v
5.	Promote innovative technology strategies to improve the efficiency of the goods movement system.	4,5,6,8,9	1,3, 7	5, 6	i, l, n, o,p, q r, s, t, u

Note: The numbers and letters in table columns refer to goals and issues described in the following sections.

The remainder of the memorandum documents the goals collected from each of the relevant plans, and issues compiled as part of the Alameda CTC Goods Movement Plan.

## **CWTP Vision and Goals**

The CWTP includes a vision statement and nine goal categories or statements describing Alameda CTC's ideal transportation system. The CWTP vision and goals statement reads:

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 measureable performance indicators and will be supported by the goals:

1. Multimodal
2. Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies
3. Integrated with land use patterns and local decision-making
4. Connected across the country, within and across the network of streets, highways and transit, bicycle and pedestrian routes
5. Reliable and Efficient
6. Cost Effective
7. Well Maintained
8. Safe
9. Supportive of a Healthy and Clean Environment

## **Plan Bay Area Goals**

Plan Bay Area, the region's RTP/SCS, has seven goals or outcomes guiding the evaluation of regional transportation and land use planning. Two of the goals (climate and housing) were mandated by state law. MTC considered the other five voluntary. Each goal or outcome was matched to performance measures: healthy and safe communities were defined by three measures, transportation system effectiveness were defined by two measures, and all others were defined by one performance measure.

1. Climate Protection
2. Adequate Housing
3. Healthy and Safe Communities
4. Open Space and Agricultural Land
5. Equitable Access
6. Economic Vitality
7. Transportation System Effectiveness

## **California Freight Advisory Committee Goals**

The CFAC was commissioned to advise on the development of state freight performance measures and provide input to the state's FMP consistent with MAP-21. In November 2013, the Committee reviewed draft performance measures tied to six goals. While the goals have been solidified, the specific measures are still under review. The six goals that were developed as part of this process are described below:

1. Economic Contribution - Improve the contribution of the California freight transportation system to economic efficiency, productivity, and competitiveness. The performance measures that are being developed to support this goal track factors on the cost of moving goods, the State's market share and the value of international trade.
2. Congestion Relief - Manage congestion on the freight transportation system. Performance measures related to this goal track the extent of congestion and delay on the network. They measure cumulative delay and system reliability.
3. Safety and Security - Improve the safety, security, and resilience of the freight transportation system. These performance measures track the number of crashes, injuries, and fatalities associated with different freight types.

4. System Infrastructure and Preservation – Improve the state of good repair of the freight transportation system. Performance measures tied to this goal will track the condition of pavement, bridges, rail tracks, and channels.
5. Innovative Technology and Practices – Use technology and innovation to develop, operate, maintain, and optimize the efficiency of the freight transportation system and to reduce its environmental and community impacts. Performance measures within this category are tied to the rate of implementation of new technologies or practices that improve performance.
6. Environmental Stewardship – Reduce adverse environmental and community impacts of the freight transportation system. Performance measures in this category include reductions in criteria pollutants, noise impacts, and impacts to threatened species.



## Alameda County Goods Movement Issues

We developed an “issues matrix” to track and categorize goods movement issues most relevant to Alameda CTC and the Countywide Goods Movement Plan. The matrix consolidated Alameda County goods movement issues and opportunities; clarified goods movement issues and opportunities by providing a link between the issues and modes, geography, and stakeholder groups; and helped our team prepare for stakeholder interviews.

We reviewed studies and plans to compile the matrix, including the MTC Goods Movement/Land Use Study, the Bay Conservation Development Commission Living with a Rising Bay Study, the Alameda County Truck Parking Study, The Pacific Institute’s Crossroads for Health Study, and the East Oakland Truck Study. We also compiled our team’s local knowledge, port plans, Bay Area Freight Mobility Study outreach, and other Bay Area Freight Mobility Study data sources.

The issues identified included:

- |                                                                         |                                                                    |
|-------------------------------------------------------------------------|--------------------------------------------------------------------|
| a. Rail capacity                                                        | m. Competition at Port of Oakland and other International Gateways |
| b. Roadway capacity                                                     | n. Information technology                                          |
| c. Truck Access                                                         | o. Port of Oakland - increase capacity                             |
| d. Truck parking                                                        | p. Funding                                                         |
| e. Peak/Off-peak delivery                                               | q. Monitoring                                                      |
| f. Supply Chain (JIT, ecommerce)                                        | r. Pavement condition and maintenance                              |
| g. Economic - keep pace with trends and changes                         | s. Safety / crashes                                                |
| h. Economic - attract investment and partners                           | t. Air quality                                                     |
| i. Coordination (planning)                                              | u. Noise                                                           |
| j. Industrial land capacity                                             | v. Pollution                                                       |
| k. Industrial, commercial, residential, recreational land use conflicts | w. Climate change effect on available infrastructure and land use  |
| l. Last-Mile Connections                                                | x. Water ways and waterborne capacity                              |
|                                                                         | y. Rural roadway maintenance                                       |
|                                                                         | z. Data availability and quality                                   |

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# Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** June 19, 2014

**SUBJECT:** California Transportation Commission May 2014 Meeting Summary

**RECOMMENDATION:** Receive an update on the May 2014 CTC Meeting.

## Summary

The May 2014 California Transportation Commission (CTC) meeting was held in San Diego. Detailed below is a summary of the three (3) agenda items of significance pertaining to Projects/Programs within Alameda County that were considered at the May 2014 CTC meeting.

## Background

The California Transportation Commission is responsible for programming and allocating funds for the construction of highway, passenger rail, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three (3) CTC members residing in its geographic area: Bob Alvarado, Jim Ghielmetti and Carl Guardino.

Detailed below is a summary of the three (3) agenda items of significance pertaining to Projects / Programs within Alameda County that were considered at the May 21, 2014 CTC meeting.

### 1. 2016 State Transportation Improvement Program (STIP)

The STIP process generally begins in January of the odd year with the fund estimate overview, including a timeline for adoption of the fund estimate and the amended guidelines. The draft fund estimate is usually presented in June, along with draft STIP guidelines amended to include specifics as identified in the draft fund estimate. Both the draft guidelines and the draft fund estimate are discussed in a noticed workshop in July, with both adopted by August 15 of the odd year.

To enhance transparency and accountability in the programming process, the 2016 STIP guidelines process will begin immediately, with staff working with stakeholders to identify key areas for revision. Staff intends that the 2016 STIP guidelines will continue to emphasize coordination and consistency with adopted Regional Transportation Plans, the

Interregional Transportation Strategic Plan, and investment strategies and decisions consistent with state and federal laws. Areas of focus for possible revision include, but are not limited to, methods to (1) determine, evaluate, and communicate cost effectiveness of Regional Transportation Improvement Programs (RTIPs) and the Interregional Transportation Improvement Program (ITIP); (2) promote greater public participation and enhanced transparency; and (3) evaluate and communicate the regional and statewide benefits of projects programmed in the adopted STIP.

*Outcome:* CTC Staff intends to present a first draft of the 2016 STIP guidelines at the October 8, 2014 Commission meeting.

## **2. 2014 Active Transportation Program**

The Commission adopted statewide guidelines for administering the 2014 Active Transportation Program (ATP) at its March meeting. While the statewide guidelines may be used for administering the Metropolitan Planning Organization (MPO) competitive component of the ATP, the nine MPOs charged with programming funds to projects in the MPO competitive component were also provided discretion in Senate Bill 99 to develop MPO guidelines with regard to project selection.

The CTC adopted amendments to the 2014 ATP Guidelines for purposes of administering the MPO competitive component of the 2014 ATP.

*Outcome:* The Metropolitan Transportation Commission (MTC) released a regional call for projects on May 21, 2014. Approximately \$30 Million will be available on a region wide competitive basis.

## **3. Proposition 1B State-Local Partnership Program (SLPP) / BART Warm Springs Extension Project**

CTC approved an 18-month time extension for the period of project completion to December 31, 2015, for the Warm Springs Extension project.

*Outcome:* Extension will allow project to fully expend the allocated SLPP funds.

**Fiscal Impact:** There is no significant fiscal impact to the Alameda CTC budget due to this item. This is information only.

### **Attachments**

- A. May 2014 CTC Meeting summary for Alameda County Project / Programs

### **Staff Contact**

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

[Vivek Bhat](#), Senior Transportation Engineer

**May 2014 CTC Summary for Alameda County Projects/ Programs**

<b>Sponsor</b>	<b>Program / Project</b>	<b>Item Description</b>	<b>CTC Action / Discussion</b>
Caltrans	2016 State Transportation Improvement Program (STIP)	Preview of 2016 STIP process.	Information Only
Caltrans	2014 Active Transportation Program (ATP)	Approval of amendments to the 2014 ATP Guidelines for purposes of administering the MPO competitive component of the 2014 ATP	Approved
BART	Proposition 1B State-Local Partnership Program (SLPP) / BART Warm Springs Extension Project	Approval of 18-month time extension for the period of project completion to December 31, 2015,	Approved

[http://www.catc.ca.gov/meetings/agenda/2014Agenda/2014\\_05/000\\_ETa.pdf](http://www.catc.ca.gov/meetings/agenda/2014Agenda/2014_05/000_ETa.pdf)

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# Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** June 19, 2014

**SUBJECT:** FY 2012-2013 Measure B and Vehicle Registration Fee Program Compliance Reports

**RECOMMENDATION:** Approve FY 2012-2013 Measure B and Vehicle Registration Fee Program Compliance Reports and the exemption requests from the Timely Use of Funds Policy.

## Summary

The Master Programs Funding Agreement (MPFA) requires all recipients of Measure B and Vehicle Registration Fee (VRF) Direct Local Program Distribution funds to submit a compliance report and Audited Financial Statement to Alameda CTC annually. These reports document Measure B/VRF Direct Local Program Distribution revenues and expenditures of the \$64.8 million of Measure B funds and \$6.9 million of VRF funds for programs that fund locally prioritized bicycle and pedestrian, streets and roads, mass transit, and paratransit programs in Alameda.

The MPFA's Timely Use of Funds and Reserve Fund Policies strengthen the requirements for agencies to expend the available funds and will result in a lower balance of unexpended funds. In order to meet the requirements of the MPFA, an implementation plan detailing a plan to utilize unexpended balance consistent with the Timely Use of Funds Policy is required through the compliance reporting process. The Timely Use of Funds Policy dictates that Measure B/VRF funds must be spent expeditiously, and limits the unexpended funds allowed beyond those included in allowable reserves.

To guide the administration of the Direct Local Program Distribution funds program, the Commission approved the Measure B/VRF Compliance Reserve Policies and Monitoring Procedures in October 2013 that provided further detail regarding the approach towards implementing the MPFA's provisions. This document defines approval processes for unexpended annual balances of the Planned Projects and Capital Fund Reserves at the Timely Use of Fund milestones and any actions (administrative or formal) that may be required. The policy supports the expeditious expenditure of reserve balances, and defines the review process for recipients that may have unexpended fund balances.

For the Fiscal Year 2012-13 reporting year, all Measure B/VRF recipients submitted compliance reports and audited financial statements that complied with the MPFA

requirements. From this information, the Alameda CTC prepared Measure B and VRF Compliance Summary Reports that describe the FY 2012-13 Direct Local Program Distributions and year's expenditures on Alameda County's transportation system (Attachment A and B).

## **Background**

The Measure B half-cent transportation sales tax was initially approved by Alameda County voters in 1986 and was reauthorized in 2000. Collections of the reauthorized sales tax began in April 2002 and will continue through March 2022. On a monthly basis, the Alameda CTC distributes most of these revenues directly to 20 local agencies/jurisdictions per the 2000 Transportation Expenditure Plan (TEP).

Since the 2000 Measure B sales tax collections began on April 1, 2002, Alameda CTC has distributed approximately \$640.0 million in Measure B Direct Local Program Distribution to twenty eligible jurisdictions in Alameda County through June 2013. In FY 2012-13 Measure B generated approximately \$115 million in net revenues, of which approximately 60 percent is provided directly to 20 jurisdictions as Direct Local Program Distribution funds for bicycle and pedestrian, local transportation (streets and roads), mass transit, and paratransit programs. Approximately \$64.8 million was distributed to eligible jurisdictions as Direct Local Program Distribution funds in FY 2012-13 to the following specific programs:

	Millions
Local Transportation (Streets and Roads) Program	\$ 25.7
Mass Transit Program	\$ 24.4
Paratransit Programs	\$ 10.4
Bicycle and Pedestrian Program	\$ 4.3

Since Vehicle Registration Fee collections began in May 2011, Alameda CTC has distributed approximately \$14.4 million in VRF Direct Local Program Distributions through June 2013. In FY 2012-13 VRF generated approximately \$11.0 million in net revenues, of which 60 percent is provided directly to 15 jurisdictions as Direct Local Program Distributions funds for their Local Road Repair and Improvement Programs. Approximately \$6.9 million was distributed in VRF Direct Local Program Distribution funds to recipients in FY 2012-13.

## **MPFA and Reporting Requirements**

In spring 2012, Measure B/VRF Direct Local Program Distribution recipients entered into a new MPFA with Alameda CTC. The MPFA and its associated Implementation Guidelines outlined the Direct Local Program Distributions, eligible expenditures, recipient reporting requirements, and policies on the timely use of funds and establishment of fund reserves. The Timely Use of Funds and Reserve Fund Policies strengthen the requirements for agencies to expeditiously expend the available funds and will result in a lower balance of unexpended funds.



Each year, Measure B/VRF recipients are required to submit audited financial statements and compliance reports to Alameda CTC. These reports describe the Measure B/VRF Direct Local Program Distribution fund revenues and expenditures for the four Measure B programs (bicycle/pedestrian, local transportation (streets and roads), mass transit, and paratransit), and the VRF Local Road Improvement and Repair Program. The compliance reports also capture Measure B/VRF recipients' annual reporting deliverables including reports on:

- Number of road miles served within the agency's jurisdictions
- Publication of a newsletter article
- Website coverage of Measure B/VRF usage and benefits
- Documentation of project signage
- Current Pavement Condition Index for the agency's roadways
- Confirmation on Complete Streets Policy Adoption by June 2013
- Implementation plan using fund balance and projected annual revenue

For FY 2012-13, the Audited Financial Statements of the jurisdictions' revenues and expenditures, were due to Alameda CTC on December 27, 2013, and the compliance reports were due on December 31, 2013. Jurisdictions reported revenues and expenditures of Measure B grant funds, in addition to Measure B/VRF Direct Local Program Distributions funds, to provide a comprehensive picture of overall usage of funds.

In January 2014, Alameda CTC staff, in collaboration with the Citizens' Watchdog Committee (CWC) reviewed the audited financial statements and compliance reports submitted by the jurisdictions. From this review, Alameda CTC staff sent Request for Information letters to all the jurisdictions to confirm their compliance status, gather additional information on reported expenditures, and clarify fund reserve implementation plans. All 20 agencies/jurisdictions responded with additional information and updated their reports.

Alameda CTC staff prepared comprehensive Measure B and VRF compliance summary reports that describe Alameda CTC Direct Local Program Distribution and expenditures in FY 2012-13. The compliance summary reports also summarize the jurisdictions' planned expenditures and reserve designations for the unexpended Measure B/VRF funds. The Measure B report provides an overview of the revenues and expenditures for the bicycle/pedestrian, local transportation (local streets and roads), mass transit, and paratransit programs. Similarly, the VRF report depicts this information as it pertains to VRF Local Road Improvement and Repair Program.

The FY 2011-12 Compliance Report process was the first year of implementing the new MPFA and the Timely Use of Funds policy. The FY 2012-13 Compliance Report is the second year, which now includes monitoring the projects identified to be completed from the FY 2011-12 process. Overall the Measure B fund balance has been reduced by over 10% and further reductions are projected over the next few years. The Timely Use of Funds

Policy also includes a Capital Reserve fund which involves a multi-year window for expenditure. Based on the structure of this reserve, we expect the balance of unexpended funds to continue to drop through FY 2015-16 (based on the 4 year "window" of expenditure requirement). FY 2011-12, the first year of the reserve requirements, had an initial large balance (\$41.9 million) with the 2012-13 reports only including less than 50% of that amount (\$19.8 million).

The Alameda CTC uses the Measure B/VRF Reserve Policies and Monitoring Procedures (approved in October 2013) to guide administration and review of the Compliance Report process. Per the MPFA and the Reserve Policies and Monitoring Procedures, recipients are required to 1) identify specific projects and/or reserves with the funds identified to be available, and 2) meet an actual expenditure threshold of 70 percent or greater of the annual implementation plan (identified in the prior compliance report).

For the FY 2012-13 reporting year, Alameda CTC received seven Requests for Exemptions from jurisdictions who did not meet these requirements.

The San Joaquin Regional Rail Commission (SJRRRC) submitted a Request for Exemption Letter from the Timely Use of Funds and Reserve Policies. The MPFA permits a maximum of 50 percent of annual revenues be allocated to Operational Reserves. SJRRRC is requesting an exception to exceed the maximum Operational Fund Reserve by \$0.6 million. A funding agreement defines the amount of contributions from Alameda County required for the Altamont Corridor Service that is operated by SJRRRC. The funding is provided through the Measure B Local Distribution funds. This agreement defines an annual contribution that is based on 2002 operating costs that are escalated annually by a Consumer Price Index factor, and then split among the three participating counties (Alameda, San Joaquin and Santa Clara). The Alameda County share is 33% based on ridership from the four Alameda stations. In the initial years of operation, annual expenses were less than annual Measure B revenues, and a balance of funds has accumulated. The cost of the Alameda County portion of the annual operations for FY 2013-14 and forward exceed the annual Measure B revenue and the balance of unexpended funds are being reduced and expected to be exhausted over the next four to years. SJRRRC is requesting an exception to the reserve policy in order to allocate \$1.8 million to the operating reserve, a sum beyond the 50% of the annual revenue limit.

The Measure B/VRF Reserve Policies and Monitoring Procedures require jurisdictions to provide justifications of annual balances greater than 30 percent of the reported Planned Projects (cumulatively across all programmatic types) for Commission approval. There are six agencies that exceeded this threshold as noted in Attachment C. Each agency has provided a Request for Exemption Letter that explains their fund balances and anticipated expenditure plans in the following fiscal year (FY 2013-14). The jurisdiction's compliance reports further describe specific planned FY 2013-14 expenditures associated with the prior year's fund balance that will be consistent with the Timely Use of Funds goals.

The most common reasons for the fund balances and justifications include:

1. Project Delays
2. Revised Implementation Plan to implement other future projects
3. Expenditures incurred, but not accrued, in FY2012-13 and will be expensed in FY2013-14
4. Project Savings
5. Project scope reduced due to unforeseen issues i.e. funding issues, community concern, etc.

Staff recommends the Commission approve the seven Requests for Exemption from the Timely Use of Funds and Reserve Policies to allow exceeding the maximum operational fund reserve limit for FY 2013-14 (SJRRRC), and to permit annual balances greater than 30 percent threshold for planned projects (*as listed in Attachment C*) to carry over to FY 2013-14. The Request for Exemption Letters (*Attachment D*) and the jurisdictions' compliance report describe plans to utilize all the funds. Upon the approval of the exemption requests, the Measure B/VRF Direct Local Program Distribution recipients are found to be in compliance with the programs' requirements. Additional timely use of funds requirements will be evaluated in future years, such as the Capital Reserve projects, with the first review period ending in FY 2015-16.

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

### **Attachments**

- A. Measure B Program Compliance Report FY 2012-13
- B. Vehicle Registration Fee Program Compliance Report FY 2012-13
- C. Summary of Exemptions for Agencies with Balances of greater than 30 percent
- D. Timely Use of Funds and Reserve Policy Exemption Request Letters
- E. Reserve Policies and Monitoring Procedures

### **Staff Contact**

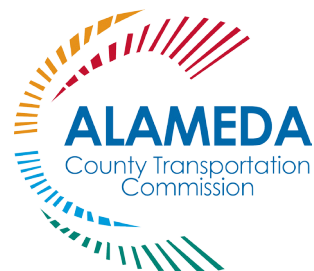
[Matt Todd](#), Principal Transportation Engineer

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## Measure B Program

### Direct Local Program Distributions Compliance Report



Fiscal Year 2012-2013

June 2014

Alameda County Transportation Commission  
1111 Broadway Suite 800  
Oakland, CA 94607  
[www.AlamedaCTC.org](http://www.AlamedaCTC.org)

DRAFT May 7, 2014

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## Introduction

In 1986, Alameda County voters approved the Measure B Transportation Expenditure Plan, which authorized the collection of a half-cent transportation sales tax to finance transportation improvements throughout the county. With the revenue generated through the sales tax, Alameda County became one of the first “self-help” counties in California. As the 1986 expenditure plan neared expiration, in November 2000, approximately 81.5 percent of Alameda County voters reauthorized the Measure B Transportation Expenditure Plan to continue sales tax collections through 2022. Alameda CTC distributes approximately 60 percent of net Measure B revenues to local Alameda County jurisdictions on a monthly basis as Direct Local Program Distributions.



In FY 12-13, Alameda CTC distributed approximately \$64.8 million to the twenty local jurisdictions in Alameda County. Each fiscal year, Alameda CTC requires these recipients to report on their Measure B Direct Local Program Distribution fund expenditures.

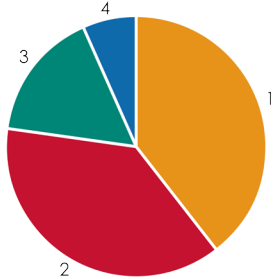
Alameda County jurisdictions rely on Measure B funds for numerous types of projects including bikeways, bicycle parking facilities, pedestrian crossing improvements, intersection and signal improvements, guardrails, street resurfacing and maintenance, bus and ferry operations, rail services, shuttle and fixed transit operations, and programs for seniors and people with disabilities.

This Compliance Report provides a summary of FY 12-13 revenues and expenditures reported by Measure B recipients, as required by a Master Programs Funding Agreement (MPFA) that was executed between Alameda CTC and the local jurisdictions in 2012. The MPFA outlines the funding distribution to the recipients, eligible expenditures, and reporting requirements pertaining to the use of the transportation sales tax.

Measure B recipients are required to submit an audited financial statement and complete a compliance reporting process, including submitting the following deliverables annually to Alameda CTC:

- **Road miles:** The number of maintained road miles within the city's jurisdiction.
- **Population:** The number of people the jurisdiction's transportation program serves in the fiscal year.
- **Newsletter:** Documentation of a published article that highlights the Measure B funded improvements.
- **Website:** Documentation of program information on the agency's website including a link to Alameda CTC's website.
- **Signage:** Documentation of the public identification of the program improvements as a benefit of Measure B.
- **Pavement Condition Index:** Documentation of the agency's Pavement Condition Index (PCI) to provide a frame of reference for the condition of their local streets and roads as applicable to the Local Streets and Road Program.
- **Complete Streets Policy:** Confirmation that local jurisdictions have developed a Complete Streets policy by June 30, 2013.
- **Timely Use of Funds and Reserve Policy:** Provide an implementation plan using unexpended fund balances. Per the MPFA, local jurisdictions must expend Measure B funds in an expeditious manner, and no unexpended funds beyond those identified in specified reserve categories are permitted. If Measure B recipients do not meet the Timely Use of Funds requirements, unspent funds may be subject to rescission.

## Measure B Direct Local Program Distributions Revenues



**Measure B Direct Local Program Distributions**

Dollars in millions

<b>1</b> Local Streets and Roads	\$25.7	40%
<b>2</b> Mass Transit	\$24.4	38%
<b>3</b> Paratransit	\$10.4	16%
<b>4</b> Bicycle and Pedestrian	\$4.3	6%
<b>Total Distributions</b>	<b>\$64.8</b>	<b>100%</b>

The Alameda CTC disburses Measure B Direct Local Program Distribution funds on a monthly basis to local Alameda County jurisdictions for their transportation programs based on distribution formulas identified in the 2000 Measure B Transportation Expenditure Plan. This report summarizes the total Alameda CTC Measure B allocations and agency expenditures for fiscal year 2012-2013 (FY 12-13).

The data within this report is based on information included in compliance and audited financial statement reports that the jurisdictions submitted. The individual reports and audits are available for review online at [http://www.alamedactc.org/app\\_pages/view/4135](http://www.alamedactc.org/app_pages/view/4135).

### Measure B Direct Local Program Distributions

In FY 12-13, Alameda CTC provided approximately \$64.8 million in Measure B Direct Local Program Distributions to four transportation programs:

- 1) Local Streets and Roads (\$25.7 million)
- 2) Mass Transit Services (\$24.4 million)
- 3) Special Transportation Services for Seniors and People with Disabilities (paratransit) (\$10.4 million)
- 4) Bicycle and Pedestrian Safety (\$4.3 million)

The agencies reported the receipt of \$64.8 million in Direct Local Program Distributions, and leveraged these revenues for overall total project expenditures of \$435.6 million.





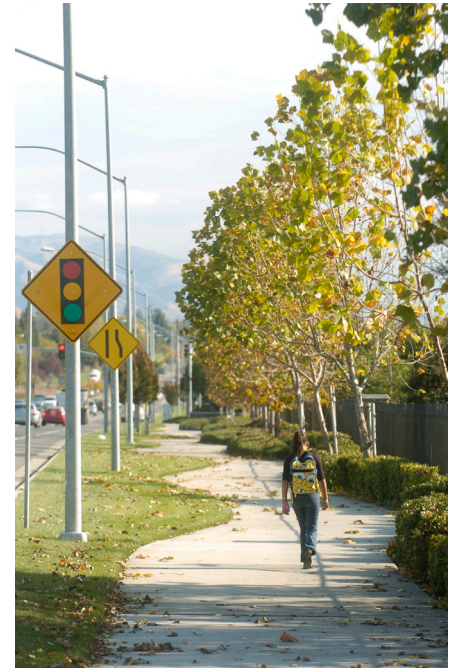
## Measure B

### Direct Local Program Distribution Expenditures

Each fiscal year, local jurisdictions utilize Direct Local Program Distribution revenue to implement their projects and programs. In FY 12-13, jurisdictions expended \$69.5 million on transportation improvements in Alameda County. That is approximately \$4.7 million more in expenditures than the FY 12-13 annual revenue received by the jurisdictions, indicating the use of prior balances to finance projects and programs.

The overall Measure B fund balance is decreasing relative to prior fiscal years as jurisdictions are expending their fund balances and implementing more transportation enhancements.

See the chart below for more information on Measure B Direct Local Program Distribution fund balances, annual revenue distribution, and expenditures in FY 12-13.



#### FY 12-13 Measure B Expenditures and Fund Balances

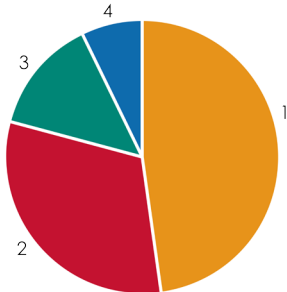
Jurisdiction	11-12 MB Balance	12-13 MB Revenue	12-13 MB Interest	12-13 MB Expended	Ending MB Balance
AC Transit		\$0	\$24,656,883	\$0	\$24,656,883
BART		\$0	\$1,714,361	\$0	\$1,714,361
LAVTA		\$0	\$943,706	\$0	\$943,706
WETA	\$2,502,463	\$897,451	\$1,743	\$218,426	\$3,183,231
ACPPWA	\$3,947,320	\$2,927,165	\$16,718	\$6,141,952	\$749,251
ACE	\$2,649,530	\$2,439,225	\$3,228	\$2,613,047	\$2,478,936
City of Alameda	\$3,955,235	\$1,963,870	\$23,558	\$2,934,633	\$3,008,030
City of Albany	\$24,854	\$462,127	\$447	\$58,615	\$428,813
City of Berkeley	\$2,472,156	\$3,248,860	\$2,881	\$4,175,224	\$1,548,673
City of Dublin	\$1,211,812	\$501,428	\$7,984	\$840,550	\$880,674
City of Emeryville	\$419,025	\$291,335	\$1,210	\$558,543	\$153,027
City of Fremont	\$4,800,977	\$3,454,400	\$40,833	\$4,102,207	\$4,194,003
City of Hayward	\$1,904,997	\$3,168,714	\$1,281	\$2,912,685	\$2,162,307
City of Livermore	\$1,711,128	\$1,136,673	-\$6,023	\$962,115	\$1,879,663
City of Newark	\$558,235	\$695,020	\$166	\$1,008,716	\$244,705
City of Oakland	\$10,718,266	\$11,585,004	-\$10,124	\$10,325,085	\$11,968,061
City of Piedmont	\$418,160	\$415,774	\$702	\$278,689	\$555,947
City of Pleasanton	\$2,358,055	\$1,009,922	-\$7,776	\$1,070,300	\$2,289,901
City of San Leandro	\$3,059,396	\$1,770,488	\$6,041	\$1,363,699	\$3,472,226
City of Union City	\$2,277,119	\$1,529,641	\$7,950	\$2,613,437	\$1,201,273
<b>Total</b>	<b>\$44,988,728</b>	<b>\$64,812,047</b>	<b>\$90,819</b>	<b>\$69,492,873</b>	<b>\$40,398,721</b>

#### Notes:

1. The table above reflects total Measure B revenue and expenditures reported by the jurisdictions.
2. Revenue and expenditure figures throughout this report may vary due to number rounding.
3. Negative interest are reflective of GASB 31 accounting adjustments.
4. The Ending MB Balance includes interest on Measure B funds.

## Measure B Expenditures

### Measure B Direct Local Program Distributions and Discretionary Fund Expenditures



Total Measure B Funds Expended

Dollars in millions

<b>1</b> Local Streets and Roads	\$28.7	40%
<b>2</b> Mass Transit	\$24.6	35%
<b>3</b> Paratransit	\$10.6	15%
<b>4</b> Bicycle and Pedestrian	\$7.4	10%
<b>Total Expended</b>	<b>\$71.3</b>	<b>100%</b>

As part of the Annual Program Compliance Reporting process, agencies provided expenditure details on their Measure B expenses. This includes reporting on Measure B Direct Local Program Distribution expenses and project/program financing using "Other Measure B" funds such as Measure B discretionary grant awards.

In FY 12-13, agencies reported a total of \$71.3 million of Measure B expenditures. This includes \$69.5 million in Measure B Direct Local Program Distribution fund expenditures and \$1.8 million in "Other Measure B" funds. These expenditures financed infrastructure improvements on local roadways, bicycle and pedestrian routes, and provided support to paratransit and mass transit operations.

By program type, agencies spent 40 percent of total Measure B funds on local streets and roads, 35 percent on mass transit, 15 percent on paratransit, and 10 percent on bicycle and pedestrian projects.

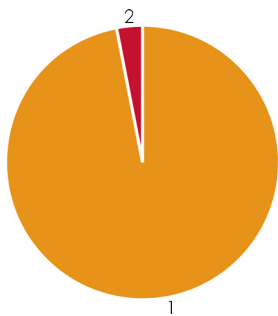
#### Measure B Direct Local Program Distribution Expenditures

Of the reported \$69.5 million of Measure B Direct Local Program Distribution expenditures, local jurisdictions used a portion of their previous year's fund balance (\$45.0 million) and their FY 12-13 Measure B Direct Local Program Distribution funds (\$64.8 million) to finance FY 12-13 improvements.

#### Other Measure B Discretionary Fund Expenditures

Discretionary Measure B funds that are awarded through Alameda CTC's grant programs are distributed to local jurisdictions on a reimbursement basis. In FY 12-13, agencies reported approximately \$1.8 million in Other Measure B expenditures, across the four discretionary grant programs:

- Express Bus Service Grant Program (\$0.7 million),
- Paratransit Gap Grant Program (\$0.7 million),
- Bicycle and Pedestrian Countywide Discretionary Fund Grant Program (\$0.3 million),
- Transit Center Development Grant Program (\$0.1 million).



Total Measure B Funds Expended by Type

Dollars in millions

<b>1</b> MB Direct Local Program	\$69.5	97%
<b>2</b> MB Other Discretionary	\$1.8	3%
<b>Total Expended</b>	<b>\$71.3</b>	<b>100%</b>

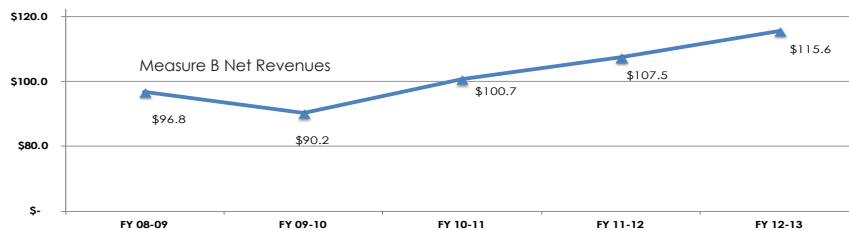
Measure B grant fund recipients receive payment after submitting a request for reimbursement for costs already incurred. As such, recipients reported their grant fund expenditures on an accrual basis, according to invoices submitted during FY 12-13.

## Measure B Revenues and Expenditure Trends

Each year, the state of the economy directly affects the amount of transportation sales tax revenue generated in Alameda County. Since the events in 2007 that precipitated an economic downturn, the annual net sales tax revenue has steadily increased, as shown in the chart below. The progressive growth in sales tax revenues has resulted in an increase of overall Measure B program distributions to the jurisdictions.

### Measure B Net Revenue Trends FY 08-09 through FY 12-13

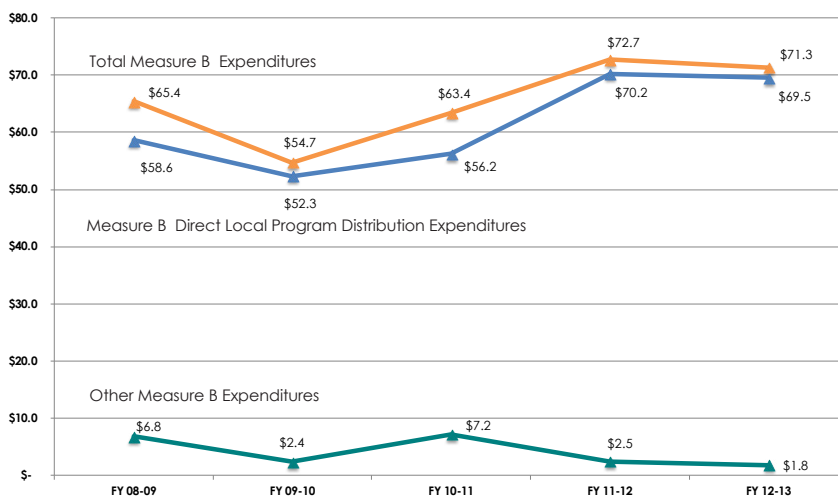
Dollar in millions



In FY 12-13, Measure B expenditure trends by the jurisdictions were consistent with the prior year's reported expense amounts. Expenditures were approximately \$4.7 million more than the annual revenue received for the fiscal year indicating use of prior year fund balances and the new annual revenue. The chart below details Measure B funds expended over the last five fiscal years.

### Measure B Expenditures Trends FY 08-09 through FY 12-13

Dollar in millions



**Note:** "Other Measure B" includes Measure B discretionary grants.



## Expenditures by Transportation Mode

### Transportation Modes: Transit, Local Streets, and Bicycle and Pedestrian



In FY 12-13, jurisdictions used \$71.3 million in Measure B funds to support the following transportation modes within each program:

- **Bicycle and pedestrian:** Of the \$7.4 million used, local agencies spent:
  - 48 percent on bicycle and pedestrian improvements;
  - 43 percent on direct pedestrian improvements; and
  - 9 percent on direct bicycle improvements.
- **Local streets and roads:** Of the \$28.7 million used, local agencies spent:
  - 91 percent on local road improvement projects;
  - 8 percent on bicycle and pedestrian projects; and
  - 1 percent on other projects including paratransit services, bus facilities improvements, general program administration, and traffic management.
- **Mass transit:** Of the \$24.7 million used, local agencies spent:
  - 88 percent on bus operations;
  - 11 percent on rail operations; and
  - 1 percent on ferry operations.
- **Paratransit:** Of the \$10.6 million used, local agencies spent
  - 63 percent on services for people with disabilities;
  - 36 percent on services for seniors and people with disabilities;
  - 1 percent on other senior transportation services.

#### Measure B Expenditures by Transportation Mode

	Bicycle and Pedestrian Fund	Local Streets and Roads Fund	Mass Transit Fund	Paratransit Fund	Total Expenditures
Bicycle	\$662,766	\$0	\$0	\$0	\$662,766
Bicycle and Pedestrian	\$3,523,243	\$2,177,003	\$0	\$0	\$5,700,246
Pedestrian	\$3,173,713	\$0	\$0	\$0	\$3,173,713
Local Streets and Roads	\$0	\$26,172,899	\$0	\$0	\$26,172,899
Bus	\$0	\$27,115	\$21,820,136	\$0	\$21,847,251
Ferry	\$0	\$0	\$218,426	\$0	\$218,426
Rail	\$0	\$0	\$2,613,047	\$0	\$2,613,047
Disabled Services	\$0	\$0	\$0	\$6,677,753	\$6,677,753
Meals on Wheels	\$0	\$0	\$0	\$7,334	\$7,334
Seniors and Disabled Services	\$0	\$150,000	\$0	\$3,763,782	\$3,913,782
Senior Services	\$0	\$0	\$0	\$151,837	\$151,837
Other	\$0	\$196,284	\$0	\$0	\$196,284
<b>Total</b>	<b>\$7,359,722</b>	<b>\$28,723,301</b>	<b>\$24,651,609</b>	<b>\$10,600,706</b>	<b>\$71,335,338</b>

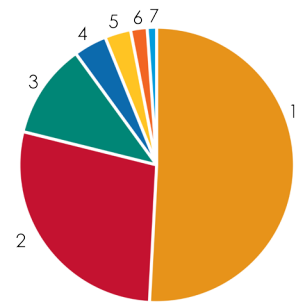
**Note:** Measure B expenditures by mode include both Direct Local Program Distributions and grant funds.

## Measure B Expenditures by Project Phase

Measure B funds are invested in a wide variety of projects across Alameda County to improve and maintain the transportation infrastructure. By project phase, the twenty Direct Local Program Distribution fund recipients reported expenditures of 51 percent of Measure B funds on operations. These dollars helped agencies to maintain roadways, bicycle trails, and transit operations to create greater access, safety and travel convenience to commuters and residents.

Other top expenditures by phase include:

- Construction (\$20.0 million)
- Maintenance (\$7.5 million)
- Project Completion / Closeout (\$3.1 million)
- Scoping, Feasibility and Planning (\$2.6 million)



**Total Measure B Expenditures by Phase**

Dollars in millions

<b>1</b> Operations	\$36.2	51%
<b>2</b> Construction	\$20.0	28%
<b>3</b> Maintenance	\$7.5	11%
<b>4</b> Project Completion / Closeout	\$3.1	4%
<b>5</b> Scoping, Feasibility and Planning	\$2.6	3%
<b>6</b> PS&E	\$1.5	2%
<b>7</b> Other	\$0.4	1%
<b>Total Expenditures</b>	<b>\$71.3</b>	<b>100%</b>

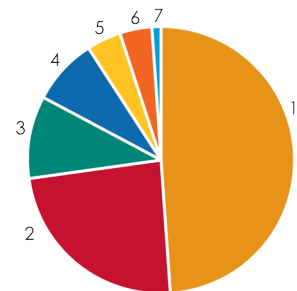
## Local Streets and Roads Expenditures by Project Phase

In FY 12-13, agencies reported \$28.7 million in Local Transportation Program expenditures. Of this amount, \$28.4 million were spent on projects that directly improved road and bicycle/pedestrian facilities, while the remaining \$0.3 million funded transit infrastructure and services.

By Project Phase, the majority of the expenses were reported in the Construction Phase in the amount of \$14.1 million (49%). Construction projects include street resurfacing, street reconstruction and overlay, drainage improvements, turn lanes, curb ramps, and stair repairs. An additional \$7.0 million (24%) was spent on the Maintenance Phase which includes pot hole repair, traffic signal repair services, and trail maintenance.

Other top local streets and roads expenditures by phase include:

- Project Completion / Closeout (\$3.0 million)
- Scoping, Feasibility and Planning (\$2.1 million)



**Local Streets & Roads Expenditures by Phase**

Dollars in millions

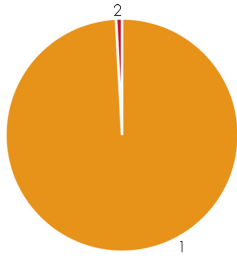
<b>1</b> Construction	\$14.1	49%
<b>2</b> Maintenance	\$7.0	24%
<b>3</b> Project Completion/ Closeout	\$3.0	10%
<b>4</b> Scoping, Feasibility & Planning	\$2.1	8%
<b>5</b> PS&E	\$1.1	4%
<b>6</b> Operations	\$1.1	4%
<b>7</b> Other	\$0.3	1%
<b>Total Expenditures</b>	<b>\$28.7</b>	<b>100%</b>

### FY 12-13 Program Highlights:

- The City of Berkeley constructed over 700 linear feet of concrete path on West Street Boulevard - Ohlone Greenway to Delaware, and between University to Addison.
- The City of Hayward performed 1.3 million square feet of structural repairs on streets with deteriorating pavement.
- The City of Pleasanton resurfaced and maintained 2.3 million square feet of roadway with slurry seals and new layers of asphalt.



## Expenditures by Project Phase



**Mass Transit Expenditures by Phase**

Dollars in millions

<b>1</b> Operations	\$24.4	99%
<b>2</b> Other	\$0.2	1%
<b>Total Expenditures</b>	<b>\$24.6</b>	<b>100%</b>

### Mass Transit Expenditures by Project Phase

Transit agencies expended 99% of Measure B Mass Transit funds on service operations in the amount of \$24.4 million.

*FY 12-13 Program Highlights:*

- Measure B funds supported AC Transit's fixed route transit operations to provide over 46.6 million one-way trips.
- LAVTA used a combination of Measure B Direct Local Program Distributions and discretionary grant funds to provide 1.8 million one-way trips for Tri-Valley residents and commuters.



**Paratransit Expenditures by Phase**

Dollars in millions

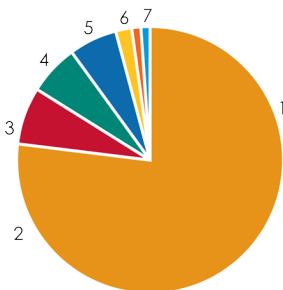
<b>1</b> Operations	\$10.6	100%
<b>Total Expenditures</b>	<b>\$10.6</b>	<b>100%</b>

### Paratransit Expenditures by Project Phase

Agencies spent 100 percent of the \$10.6 million in Measure B paratransit funds on operations to provide convenient transportation options and community services to seniors and people with disabilities.

*FY 12-13 Program Highlights:*

- The City of Albany funded the Albany Senior Center Community Shuttle and provided over 4,000 group trips for recreational, fitness, and social excursions.
- The City of Fremont provided 15,280 trips through its Measure B funded door-to-door transportation services for seniors and persons with disabilities.



**Bicycle and Pedestrian Expenditures by Phase**

Dollars in millions

<b>1</b> Construction	\$5.7	77%
<b>2</b> Scoping, Feasibility & Planning	\$0.5	7%
<b>3</b> PS&E	\$0.4	6%
<b>4</b> Maintenance	\$0.4	6%
<b>5</b> Other	\$0.2	2%
<b>6</b> Operations	\$0.1	1%
<b>7</b> Project Completion/Closeout	\$0.1	1%
<b>Total Expenditures</b>	<b>\$7.4</b>	<b>100%</b>

### Bicycle and Pedestrian Safety Expenditures by Project Phase

Agencies reported total expenditures of \$7.4 million on bicycle and pedestrian projects. The majority of these expenditures funded construction of capital projects such as lanes and pathways for bicyclists and pedestrians, sidewalk and ramp repair, and bicycle facilities. Many of the improvements from Measure B funding made intersections and walkways safer and more accessible for pedestrians and bicyclists.

*FY 12-13 Program Highlights:*

- Alameda County Public Works Agency performed pedestrian access improvements as part of the 163rd and 14th Street Traffic Signal Improvement Project.
- The City of Dublin completed the Alamo Canal Trail/I-580 Undercrossing Project using Measure B Direct Local Program Distributions and grant funds for 700 linear feet of new trail to close a gap in the regional bicycle/pedestrian network.

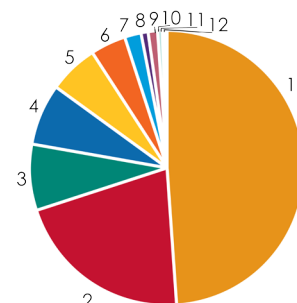
## Measure B Expenditures by Project Type

### Local Streets and Roads Expenditures by Project Type

Jurisdictions reported a total of \$28.7 million in local street and road expenditures for transportation improvements. By project type, approximately \$14.0 million went to street resurfacing and maintenance, \$6.2 million financed staffing program administration, and \$2.3 million were used for signal improvements. The other expenditures including financing a wide variety of improvements such as sidewalk and ramp repairs, equipment and field supplies for street projects, guardrails, and bicycle safety education training.

#### FY 12-13 Program Highlights:

- The City of Emeryville resurfaced 376,000 square feet of roadway and performed another 372,000 square feet of slurry seal on city streets.
- The City of Newark completed 1.1 million square feet of cape seal and slurry seals as part of their annual street maintenance program.
- The City of Union City reconfigured the Alvarado Blvd./Union City Blvd. intersection to improve vehicular and pedestrian safety.



**Local Streets & Roads Expenditures by Type**

Dollars in millions

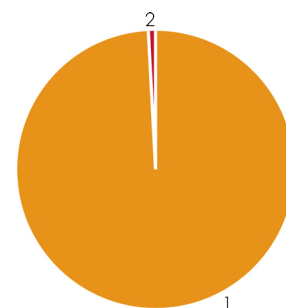
<b>1</b>	Street Resurfacing & Maintenance	\$14.0	49%
<b>2</b>	Staffing	\$6.2	21%
<b>3</b>	Signals	\$2.3	8%
<b>4</b>	Sidewalk and Ramps	\$1.9	7%
<b>5</b>	Bridges and Tunnels	\$1.7	6%
<b>6</b>	Other	\$1.1	4%
<b>7</b>	Bikeways & Multiuse Paths	\$0.7	2%
<b>8</b>	Traffic Calming	\$0.4	1%
<b>9</b>	Operations	\$0.3	1%
<b>10</b>	Pedestrian Crossing Improvements	\$0.1	1%
<b>11</b>	Education	\$-	-%
<b>12</b>	Bike Parking	\$-	-%
<b>Total Expenditures</b>		<b>\$28.7</b>	<b>100%</b>

### Mass Transit Expenditures by Project Type

Of the \$24.6 million Mass Transit Program expenditures by transit agencies, by project type approximately 99% of funds went to operations and the remaining amount was used for equipment purchases and facilities maintenance.

#### FY 12-13 Program Highlights:

- Measure B discretionary grant funds financed LAVTA's WHEELS Express Bus Shuttle Routes 12v, 20x and 70x and provided over 450,000 one-way trips.
- The San Francisco Bay Area Water Emergency Transportation Authority completely refurbished the hull and passenger cabin of the Bay Breeze ferry using Measure B Direct Local Program Distributions.
- Union City Transit provided 496,000 one-way passenger trips in FY 12-13.

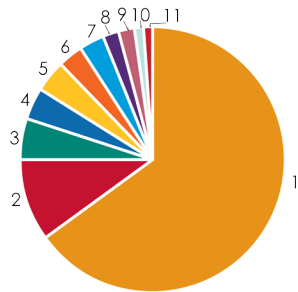


**Mass Transit Expenditures by Type**

Dollars in millions

<b>1</b>	Operations	\$24.4	99%
<b>2</b>	Other	\$0.2	1%
<b>Total Expenditures</b>		<b>\$24.6</b>	<b>100%</b>

## Expenditures by Project Type



**Paratransit Expenditures by Type**

Dollars in millions

<b>1</b>	<b>ADA-mandated Services</b>	<b>\$6.9</b>	<b>65%</b>
<b>2</b>	<b>City-Based Door to Door</b>	<b>\$1.2</b>	<b>10%</b>
<b>3</b>	<b>Same Day/Taxi Program</b>	<b>\$0.5</b>	<b>5%</b>
<b>4</b>	<b>Shuttle or Fixed Route Trips</b>	<b>\$0.4</b>	<b>4%</b>
<b>5</b>	<b>Other</b>	<b>\$0.4</b>	<b>4%</b>
<b>6</b>	<b>Customer Service/Outreach</b>	<b>\$0.3</b>	<b>3%</b>
<b>7</b>	<b>Management/Staffing</b>	<b>\$0.3</b>	<b>3%</b>
<b>8</b>	<b>Group Trips</b>	<b>\$0.2</b>	<b>2%</b>
<b>9</b>	<b>Mobility Mgmt/Travel Training</b>	<b>\$0.2</b>	<b>2%</b>
<b>10</b>	<b>Meal Delivery</b>	<b>\$0.1</b>	<b>1%</b>
<b>11</b>	<b>Volunteer Drivers Program</b>	<b>\$0.1</b>	<b>1%</b>
<b>Total Expenditures</b>		<b>\$10.6</b>	<b>100%</b>

### Paratransit Expenditures by Project Type

By project type, agencies reported the majority of the \$10.6 million in Measure B Paratransit program expenditures for Americans with Disabilities Act (ADA) mandated service, which includes approximately \$6.4 million in AC Transit and BART ADA-mandated paratransit services provided through the East Bay Paratransit Consortium. Other paratransit expenditures by type include \$1.2 million for city-based door-to-door programs and \$500,000 for same-day taxi programs.

These expenditures also include a number of Paratransit Gap Grant projects that provide travel training, transportation services for people with dementia, volunteer drivers and escorts, on-demand shuttle, and scholarships.

#### *FY 12-13 Program Highlights:*

- The City of Alameda's Paratransit Shuttle provided over 5,000 one-way trips funded exclusively with Measure B funds.
- The City of Oakland's Taxi Scrip Program and Van Voucher Program provided over 30,000 one-way trips.
- The City of Pleasanton's Door-to-Door program provided 10,000 trips to areas within Pleasanton and to the surrounding unincorporated areas.



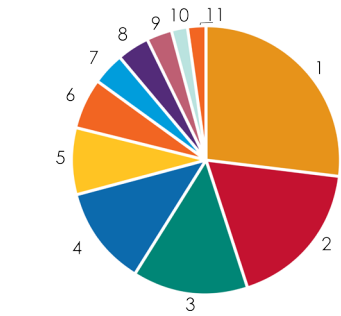


### Bicycle and Pedestrian Expenditures by Project Type

By project type, the majority of Measure B expenditures were for sidewalk and ramp projects (\$2.0 million), pedestrian crossing improvements (\$1.3 million) and safety improvements (\$1.0 million). These projects continue to be among the annual reoccurring expenditures financed through the Measure B Bicycle and Pedestrian Program.

#### FY 12-13 Program Highlights:

- The City of Albany matched Measure B dollars to the Safe Routes to School program to implement the Marin Sante Fe Intersection Improvements.
- The City of Dublin updated and developed the Bicycle and Pedestrian Master Plan to enhance safety and access for users.
- The City of Livermore constructed 1.5 miles of trail on the Livermore to Pleasanton Arroyo Trail segment from Jack London Blvd. to El Charro Road.
- Union City installed three stamped color concrete sidewalks and flashing pedestrian signs on Smith Street to facilitate pedestrian travel in this areas.



**Bicycle and Pedestrian Expenditures by Type**

Dollars in millions

<b>1</b> Sidewalks and Ramps	\$2.0	27%
<b>2</b> Pedestrian Crossings	\$1.3	18%
<b>3</b> Safety Improvements	\$1.0	14%
<b>4</b> Bikeways (non-Class 1)	\$0.9	12%
<b>5</b> Multiuse Paths (Class 1)	\$0.6	8%
<b>6</b> Staffing	\$0.4	6%
<b>7</b> Signals	\$0.3	4%
<b>8</b> Traffic Calming	\$0.3	4%
<b>9</b> Education and Promotion	\$0.2	3%
<b>10</b> Master Plan	\$0.2	2%
<b>11</b> Other	\$0.2	2%
<b>Total Expenditures</b>	<b>\$7.4</b>	<b>100%</b>

### Measure B Program Administration

Per the Master Programs Funding Agreement, Measure B is eligible to fund activities that support the implementation and construction of transportation related improvements. Each year Measure B recipients expend funds not only on construction activities, but also on staffing activities associated with program administration and project development.

In FY 12-13, approximately 10 percent of Measure B expenditures supported the following program administration activities:

- Engineering development
- Transportation planning
- Street resurfacing and maintenance, traffic operations services, electrical services, pavement rehabilitation, pothole repair, and preventative maintenance
- Information technology services
- Customer service and outreach
- Bicycle/pedestrian planning
- Paratransit program management



### Timely Use of Funds and Reserve Policy



In order to ensure agencies are expending Measure B funds expeditiously on local transportation improvements, the MPFA's Timely Use of Funds Policy requires jurisdictions to report anticipated use of all Measure B funds for each of their programs. As part of the annual compliance reporting process, jurisdictions provide information on planned uses of Measure B funds and anticipated projects.

Per the MPFA's Fund Reserve Policy, jurisdictions can establish certain fund reserves to account for unexpended balances. The types of fund reserves and their eligibilities are noted in the following chart.

#### Fund Reserve Categories

Reserve Category	Maximum Funding Allotment	Timely Use of Funds Requirement
<b>Capital Fund Reserve</b> Recipients may establish a specific capital fund reserve to fund specific large capital project(s) that could otherwise not be funded with a single's year revenue of Measure B funds.	None.	(1) Recipients shall expend all reserve funds by the end of three fiscal years following the fiscal year during which the reserve was established.
<b>Operations Fund Reserve</b> Recipients may establish and maintain a specific reserve to address operational issues, including fluctuations in revenues, and to help maintain transportation operations.	50 percent of anticipated annual Measure B Direct Local Program Distribution revenue	(1) Revolving fund (2) Unexpended funds may be reassigned in the subsequent fiscal year.
<b>Undesignated Fund Reserve</b> Recipients may establish and maintain a specific reserve for transportation needs over a fiscal year for grants, studies, contingency, etc.	10 percent of anticipated annual Measure B Direct Local Program Distribution revenue	(1) Unexpended funds may be reassigned in the subsequent fiscal year.

### Monitoring Timely Use of Funds and Reserves

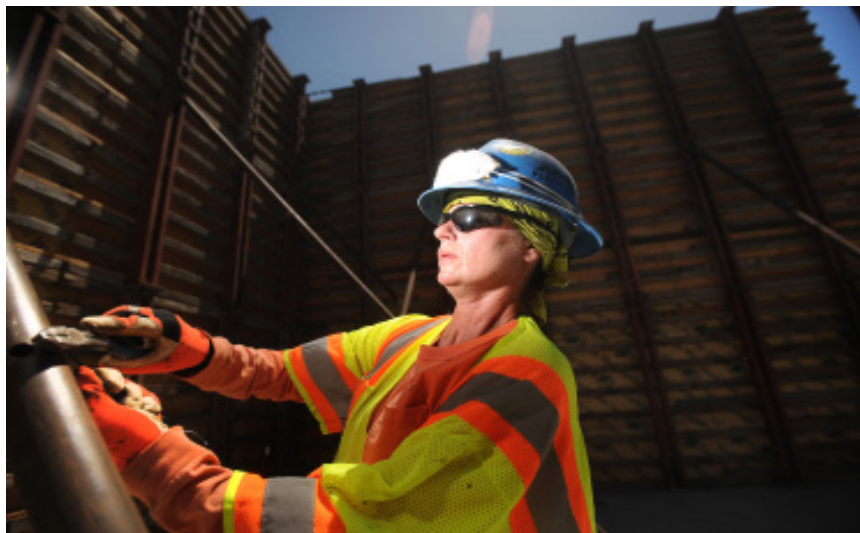
As part of the annual compliance report, Measure B recipients are required to provide an implementation plan using uncommitted fund balances and anticipated annual revenue. Over the subsequent annual compliance reports, Alameda CTC will utilize the reported information to track reported expenditures and to monitor the implementation plans for compliance with the MPFA's Timely Use of Funds Policy.

Last year, Alameda CTC implemented the first year of monitoring and tracking fund reserves as part of the FY 11-12 Annual Compliance Report. In that report, jurisdictions provided implementation plans.

In this year's compliance reporting evaluation, Alameda CTC will:

1. Monitor jurisdictions' implementation plans to ensure jurisdictions are actively expending Measure B funds and enhancing the local transportation system throughout Alameda County.
2. Review jurisdictions' updated implementation plans which include the identification of uncommitted fund balances and anticipated annual revenue for the FY 13-14 period.

The charts on the following pages provides a monitoring summary of Capital Fund Reserve balances and a review of the jurisdictions' Measure B Direct Local Program Distribution fund balances, and reported expenditures by reserve category.



### Measure B Capital Fund Reserve Monitoring Window Summary



As part of the FY 11-12 reporting, jurisdictions identified a plan to use all Measure B funds available in FY 12-13. Jurisdictions could establish a Capital Fund Reserve Plan that spans from FY 12-13 through FY 15-16. This is referred to as the FY 13-16 Capital Fund Reserve Window (FY 13-16 Window). In total, jurisdictions identified \$41.9 million in this window and have expended \$15.3 million as of the end of FY 12-13. Jurisdictions have until the end of FY 15-16 to expend the remaining \$26.6 million.

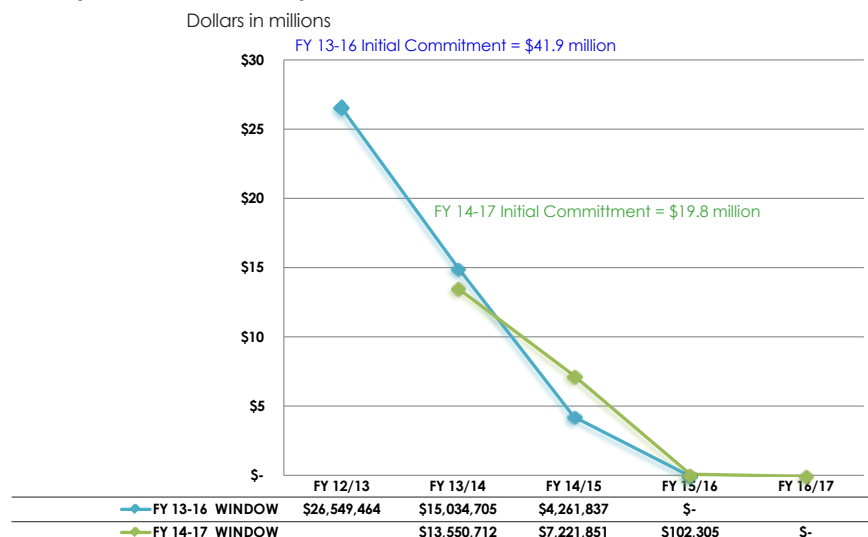
As part of the FY 12-13 reporting, jurisdictions identified a plan to use all Measure B funds (not already identified in a Capital Reserve) for FY 13-14. Jurisdictions were allowed to establish a Capital Fund Reserve Plan that spans from FY 13-14 through FY 16-17. This is referred to as the FY 14-17 Capital Fund Reserve Window (FY 14-17 Window). In total, jurisdictions identified \$19.8 million and must expend these funds by the end of FY 16-17.

#### Capital Reserve Window Summary

Reserve Window	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17
FY 13-16 Window	\$41.9 million committed \$26.6 million remaining				
FY 14-17 Window		\$19.8 million committed \$19.8 million remaining			

Alameda CTC will monitor the projects and funding plans identified in these reserve windows and the overall compliance status of the identified funds. Over the next three years of implementing the Timely Use of Funds and Reserve Policy, Alameda CTC anticipates a further reduction of overall Measure B fund balances. The anticipated expenditure of the Capital Fund Reserve balance is depicted below.

#### Anticipated Year End Capital Fund Reserve Balance



## Measure B Capital Fund Reserve Window Fund Balances

### FY 13-16 Capital Fund Reserve Window

In the first year of implementation of the MPFA's Timely Use of Funds Policy, jurisdictions identified \$41.9 million in the FY 13-16 Window. At the end of FY 12-13, jurisdictions' collective FY 13-16 Window balance is approximately \$26.6 million. The balance is required to be expended by the end of the reserve window (FY 15-16).

### FY 13-16 Capital Fund Reserve Window Balance

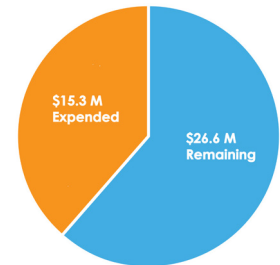
Jurisdiction	Committed Amount <sup>1</sup>	Expended Amount <sup>2</sup>	Remaining Balance <sup>3</sup>	Percent Remaining
AC Transit	\$0	\$0	\$0	0%
BART	\$0	\$0	\$0	0%
LAVTA	\$0	\$0	\$0	0%
WETA	\$2,502,463	\$0	\$2,502,463	100%
ACE	\$0	\$0	\$0	0%
ACPWA	\$5,874,262	\$5,413,343	\$460,919	8%
City of Alameda	\$4,848,000	\$2,494,374	\$2,353,626	49%
City of Albany	\$0	\$0	\$0	0%
City of Berkeley	\$713,370	\$3,478	\$709,892	99%
City of Dublin	\$296,353	\$0	\$296,353	100%
City of Emeryville	\$426,459	\$309,114	\$117,345	28%
City of Fremont	\$5,285,131	\$2,915,254	\$2,369,877	45%
City of Hayward	\$693,672	\$0	\$693,672	100%
City of Livermore	\$1,560,382	\$45,550	\$1,514,832	97%
City of Newark	\$1,024,214	\$838,384	\$185,830	18%
City of Oakland	\$10,659,000	\$1,687,483	\$8,971,517	84%
City of Piedmont	\$778,266	\$278,689	\$499,577	64%
City of Pleasanton	\$1,664,943	\$10,532	\$1,654,411	99%
City of San Leandro	\$4,282,857	\$934,462	\$3,348,395	78%
City of Union City	\$1,250,813	\$380,058	\$870,755	70%
<b>Total</b>	<b>\$41,860,185</b>	<b>\$15,310,721</b>	<b>\$26,549,464</b>	<b>63%</b>

#### Notes:

1. Committed Amount as identified by jurisdictions in the FY 11-12 Compliance Report.
2. Expended amount as reported in the FY 12-13 Compliance Report.
3. Remaining amount to be expended by the end of FY 15-16.
4. Figures may vary due to number rounding.

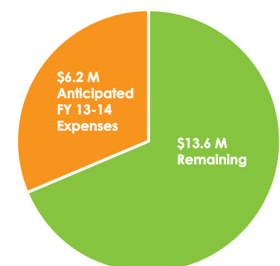
### FY 14-17 Capital Fund Reserve Window

In this year's compliance report, jurisdictions identified \$19.8 million in the FY 14-17 Window. Jurisdictions anticipate \$6.2 million in FY 13-14 expenditures. Alameda CTC will monitor the expenses in future compliance reports.



### FY 13-16 Capital Fund Reserve Window

Committed Amount	\$41,869,185
Expended Amount	\$15,310,721
<b>Balance Remaining</b>	<b>\$26,549,464</b>



### FY 14-15 Capital Fund Reserve Window

Committed Amount	\$19,787,584
Anticipated FY 13-14 Expenses	\$6,236,872
<b>Anticipated Balance</b>	<b>\$13,550,712</b>



### Measure B Local Streets and Roads Program Capital Fund Reserve Monitoring Fund Balance



For the Measure B local streets and roads program (local transportation), jurisdictions identified \$26.3 million in FY 13-16 Capital Fund Reserve Window. Of that amount, \$11.4 million was expended as of the end of FY 12-13 on local transportation improvements throughout county. Jurisdictions are expected to expend all remaining reserve balances by the end of FY 15-16. Below is a summary of the Capital Reserve Window for the local street and road program and the balance at the end of FY 12-13.

#### Local Streets and Roads: FY 13-16 Window Fund Balance

Jurisdiction	Committed Amount <sup>1</sup>	Expended Amount <sup>2</sup>	Remaining Balance <sup>3</sup>	Percent Remaining
ACPWA	\$3,857,380	\$3,857,380	\$0	0%
City of Alameda	\$4,209,479	\$1,898,630	\$2,310,849	55%
City of Albany	\$0	\$0	\$0	0%
City of Berkeley	\$440,100	\$0	\$440,100	100%
City of Dublin	\$296,353	\$0	\$296,353	100%
City of Emeryville	\$299,292	\$299,292	\$0	0%
City of Fremont	\$2,919,172	\$2,078,531	\$840,641	29%
City of Hayward	\$533,215	\$0	\$533,215	100%
City of Livermore	\$805,600	\$0	\$805,600	100%
City of Newark	\$797,547	\$754,714	\$42,833	5%
City of Oakland	\$7,135,000	\$1,385,746	\$5,749,254	81%
City of Piedmont	\$622,020	\$268,079	\$353,941	57%
City of Pleasanton	\$435,000	\$0	\$435,000	100%
City of San Leandro	\$3,091,233	\$628,897	\$2,462,336	80%
City of Union City	\$818,481	\$178,481	\$640,000	78%
<b>Total</b>	<b>\$26,259,872</b>	<b>\$11,349,750</b>	<b>\$14,910,122</b>	<b>57%</b>

#### Notes:

1. Committed Amount as identified by jurisdictions in the FY 11-12 Compliance Report.
2. Expended amount as reported in the FY 12-13 Compliance Report.
3. Remaining amount to be expended by the end of FY 15-16.
4. Figures may vary due to number rounding.



## Measure B Bicycle and Pedestrian Program Capital Fund Reserve Monitoring Fund Balance

For the Measure B bicycle and pedestrian program, jurisdictions identified \$12.9 million in the FY 13-16 Capital Fund Reserve Window. Of that amount, \$3.8 million was expended as of the end of FY 12-13 on bicycle/pedestrian projects across Alameda County. Jurisdictions are expected to expend all remaining reserve balances by the end of FY 15-16. Below is a summary of the Capital Reserve Window for the bicycle and pedestrian program and the balance at the end of FY 12-13.

### Bicycle and Pedestrian: FY 13-16 Window Fund Balance

Jurisdiction	Committed Amount <sup>1</sup>	Expended Amount <sup>2</sup>	Remaining Balance <sup>3</sup>	Percent Remaining
ACPWA	\$2,016,882	\$1,555,963	\$460,919	23%
City of Alameda	\$475,491	\$440,443	\$35,048	7%
City of Albany	\$0	\$0	\$0	0%
City of Berkeley	\$273,270	\$3,478	\$269,792	99%
City of Dublin	\$0	\$0	\$0	0%
City of Emeryville	\$127,167	\$9,822	\$117,345	92%
City of Fremont	\$2,365,959	\$836,723	\$1,529,236	64%
City of Hayward	\$160,457	\$0	\$160,457	100%
City of Livermore	\$754,782	\$45,550	\$709,232	94%
City of Newark	\$226,667	\$83,670	\$142,997	64%
City of Oakland	\$3,524,000	\$301,737	\$3,222,263	91%
City of Piedmont	\$156,246	\$10,610	\$145,636	93%
City of Pleasanton	\$1,229,943	\$10,532	\$1,219,411	99%
City of San Leandro	\$1,191,624	\$305,565	\$886,059	74%
City of Union City	\$432,332	\$201,577	\$230,755	53%
<b>Total</b>	<b>\$12,934,820</b>	<b>\$3,805,670</b>	<b>\$9,129,150</b>	<b>71%</b>

#### Notes:

1. Committed Amount as identified by jurisdictions in the FY 11-12 Compliance Report.
2. Expended amount as reported in the FY 12-13 Compliance Report.
3. Remaining amount to be expended by the end of FY 15-16.
4. Figures may vary due to number rounding.



### Measure B Local Streets and Roads Program Fund Balance



For the Measure B local streets and roads program (local transportation), jurisdictions reported an ending FY 12-13 Measure B balance of \$22.7 million. After including FY 13-14 estimated revenue and accounting for anticipated FY 13-14 expenditures, the expected balance at the end of FY 13-14 is projected to be approximately \$20.1 million. This is about \$2.6 million less than the prior fiscal year and illustrates a decline in Measure B balances across the jurisdictions for the local streets and roads program.

#### FY 13-14 Ending Fund Balances

Jurisdiction	FY 12-13 Ending Balance	FY 13-14 Estimated Revenue <sup>1</sup>	FY 13-14 Available To Expend	FY 13-14 Anticipated Expenditures <sup>2</sup>	Total Anticipated Balance <sup>3</sup>
Alameda County	\$242,568	\$2,434,971	\$2,677,539	\$1,757,980	\$919,559
City of Alameda	\$2,871,537	\$1,575,137	\$4,446,675	\$2,712,814	\$1,733,861
City of Albany	\$371,660	\$368,220	\$739,880	\$739,880	\$0
City of Berkeley	\$990,951	\$2,648,177	\$3,639,129	\$3,249,029	\$390,100
City of Dublin	\$874,161	\$370,976	\$1,245,137	\$1,155,258	\$89,879
City of Emeryville	\$18,866	\$238,868	\$257,734	\$257,734	\$0
City of Fremont	\$2,026,965	\$2,044,741	\$4,071,707	\$3,536,699	\$535,008
City of Hayward	\$859,376	\$2,037,796	\$2,897,172	\$2,496,525	\$400,647
City of Livermore	\$1,139,361	\$915,119	\$2,054,480	\$742,847	\$1,311,633
City of Newark	\$57,559	\$413,680	\$471,239	\$300,000	\$171,239
City of Oakland	\$8,504,010	\$9,445,073	\$17,949,083	\$7,704,580	\$10,244,503
City of Piedmont	\$406,220	\$380,239	\$786,459	\$509,590	\$276,869
City of Pleasanton	\$929,963	\$703,279	\$1,633,241	\$1,466,377	\$166,864
City of San Leandro	\$2,513,547	\$1,248,832	\$3,762,379	\$587,123	\$3,175,256
City of Union City	\$838,441	\$648,523	\$1,486,964	\$846,964	\$640,000
<b>Total</b>	<b>\$22,645,186</b>	<b>\$25,473,632</b>	<b>\$48,118,817</b>	<b>\$28,063,401</b>	<b>\$20,055,417</b>

#### Notes:

1. FY 13-14 Estimated Revenue is based on May 2013 Measure B projections.
2. The FY 13-14 Planned Expenditures column consists of anticipated transportation related expenditures reported in the FY 12-13 Compliance Report.
3. The Anticipated Balance is the estimated FY 14-15 beginning balance.
4. Revenue and expenditure figures may vary due to number rounding.





## Measure B Bicycle and Pedestrian Program Fund Balance

For the Measure B bicycle and pedestrian program, jurisdictions reported an ending FY 12-13 Measure B balance of \$10.2 million. After including FY 13-14 estimated revenue, and accounting for anticipated FY 13-14 expenditures, the expected balance at the end of FY 13-14 is projected to be approximately \$6.9 million. This is approximately \$3.3 million less than the prior fiscal year and illustrates a decline in Measure B balances across the jurisdictions for the bicycle and pedestrian program.

### FY 13-14 Ending Fund Balances

Jurisdiction	FY 12-13 Ending Balance	FY 13-14 Estimated Revenue <sup>1</sup>	FY 13-14 Available To Expend	FY 13-14 Anticipated Expenditures <sup>2</sup>	Total Anticipated Balance <sup>3</sup>
Alameda County	\$506,683	\$398,627	\$905,310	\$875,017	\$30,293
City of Alameda	\$44,159	\$208,310	\$252,469	\$200,000	\$52,469
City of Albany	\$41,606	\$51,605	\$93,211	\$93,211	\$0
City of Berkeley	\$421,324	\$320,491	\$741,814	\$419,241	\$322,573
City of Dublin	\$6,513	\$130,582	\$137,095	\$132,186	\$4,909
City of Emeryville	\$118,679	\$28,464	\$147,143	\$92,965	\$54,178
City of Fremont	\$1,784,847	\$607,560	\$2,392,407	\$1,795,137	\$597,271
City of Hayward	\$339,249	\$410,570	\$749,819	\$588,591	\$161,228
City of Livermore	\$740,302	\$229,964	\$970,266	\$250,071	\$720,195
City of Newark	\$147,284	\$120,120	\$267,404	\$230,000	\$37,404
City of Oakland	\$3,305,944	\$1,103,341	\$4,409,286	\$1,795,809	\$2,613,477
City of Piedmont	\$149,727	\$30,161	\$179,888	\$105,696	\$74,192
City of Pleasanton	\$1,359,938	\$198,898	\$1,558,836	\$464,478	\$1,094,358
City of San Leandro	\$896,043	\$240,159	\$1,136,202	\$430,171	\$706,031
City of Union City	\$362,832	\$197,160	\$559,992	\$168,182	\$391,810
<b>Total</b>	<b>\$10,225,130</b>	<b>\$4,276,013</b>	<b>\$14,501,143</b>	<b>\$7,640,754</b>	<b>\$6,860,389</b>

#### Notes:

1. FY 13-14 Estimated Revenue is based on May 2013 Measure B projections.
2. The FY 13-14 Planned Expenditures column consists of anticipated transportation related expenditures reported in the FY 12-13 Compliance Report.
3. The Anticipated Balance is the estimated FY 14-15 beginning balance.
4. Revenue and expenditure figures may vary due to number rounding.



### Measure B Mass Transit Program Fund Balance



For the Measure B mass transit program, jurisdictions reported a total ending FY 12-13 Measure B balance of \$5.7 million. After including FY 13-14 estimated revenue and accounting for anticipated FY 13-14 expenditures, the expected balance at the end of FY 13-14 is projected to be approximately \$5.4 million. This is about \$0.3 million less than the prior fiscal year and illustrates a decline in Measure B balances across the jurisdictions for the mass transit program.

It is important to note that jurisdictions regularly using mass transit funds on operations in their entirety each year. The anticipated revenue balance of \$5.4 million is indicative of ACE's operating agreement structure which specifies the Alameda County share of service costs relative to the shares of other participating counties, and WETA's planned capital expenditures of Measure B funds on major ferry vessel upgrades in subsequent fiscal years.

#### FY 13-14 Ending Fund Balances

Jurisdiction	FY 12-13 Ending Balance	FY 13-14 Estimated Revenue <sup>1</sup>	FY 13-14 Available to Expend	FY 13-14 Anticipated Expenditures <sup>2</sup>	Total Anticipated Balance <sup>3</sup>
AC Transit	\$0	\$19,715,268	\$19,715,268	\$19,715,268	\$0
ACE	\$2,478,937	\$2,417,372	\$4,896,309	\$2,820,948	\$2,075,361
LAVTA	\$0	\$786,786	\$786,786	\$786,786	\$0
WETA	\$3,183,230	\$889,411	\$4,072,641	\$801,581	\$3,271,060
Union City Transit	\$0	\$387,692	\$387,692	\$387,692	\$0
<b>Total</b>	<b>\$5,662,167</b>	<b>\$23,196,529</b>	<b>\$28,648,391</b>	<b>\$23,683,259</b>	<b>\$5,346,421</b>

#### Notes:

1. FY 13-14 Estimated Revenue is based on May 2013 Measure B projections.
2. The FY 13-14 Planned Expenditures column consists of anticipated transportation related expenditures reported in the FY 12-13 Compliance Report.
3. The Anticipated Balance is the estimated FY 14-15 beginning balance.
4. Revenue and expenditure figures may vary due to number rounding.

## Measure B Paratransit Program Fund Balance

For the Measure B paratransit program, jurisdictions reported a total ending FY 12-13 Measure B balance of \$1.9 million. After including FY 13-14 estimated revenue and accounting for anticipated FY 13-14 expenditures, the expected balance at the end of FY 13-14 is projected to be approximately \$0.4 million. This is about \$1.5 million less than the prior fiscal year and illustrates a significant decline in Measure B balances across the jurisdictions for the paratransit program.

### FY 13-14 Ending Fund Balances

Jurisdiction	FY 12-13 Ending Balance	FY 13-14 Estimated Revenue <sup>1</sup>	FY 13-14 Available to Expend	FY 13-14 Anticipated Expenditures <sup>2</sup>	Total Anticipated Balance <sup>3</sup>
AC Transit	\$0	\$4,720,718	\$4,720,718	\$4,720,718	\$0
BART	\$0	\$1,699,002	\$1,699,002	\$1,699,002	\$0
LAVTA	\$0	\$147,543	\$147,543	\$147,543	\$0
City of Alameda	\$92,331	\$160,095	\$252,426	\$252,426	\$0
City of Albany	\$15,548	\$31,033	\$46,581	\$46,581	\$0
City of Berkeley	\$136,398	\$252,178	\$388,576	\$363,358	\$25,218
City of Emeryville	\$15,472	\$23,148	\$38,620	\$34,620	\$4,000
City of Fremont	\$382,192	\$779,649	\$1,161,841	\$1,083,876	\$77,965
City of Hayward	\$963,681	\$723,835	\$1,687,516	\$1,383,500	\$304,016
City of Newark	\$39,862	\$157,057	\$196,919	\$196,919	\$0
City of Oakland	\$158,107	\$947,481	\$1,105,588	\$1,105,588	\$0
City of Pleasanton	\$0	\$91,914	\$91,914	\$91,914	\$0
City of San Leandro	\$62,636	\$279,603	\$342,239	\$342,239	\$0
City of Union City	\$0	\$271,980	\$271,980	\$271,980	\$0
<b>Total</b>	<b>\$1,866,227</b>	<b>\$10,285,235</b>	<b>\$12,151,463</b>	<b>\$11,740,264</b>	<b>\$411,199</b>

#### Notes:

1. FY 13-14 Estimated Revenue is based on May 2013 Measure B projections.
2. The FY 13-14 Planned Expenditures column consists of anticipated transportation related expenditures reported in the FY 12-13 Compliance Report.
3. The Anticipated Balance is the estimated FY 14-15 beginning balance.
4. Revenue and expenditure figures may vary due to number rounding.





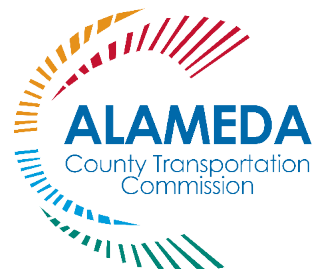




# Vehicle Registration Fee

## Direct Local Program Distributions

### Compliance Report



**Fiscal Year 2012-2013**

**June 2014**

**Alameda County Transportation Commission**  
 1111 Broadway, Suite 800  
 Oakland, CA 94607  
[www.AlamedaCTC.org](http://www.AlamedaCTC.org)

**DRAFT May 7, 2014**

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## Introduction



In November 2010, Alameda County voters approved the Measure F Vehicle Registration Fee to authorize the annual collection of a \$10 per vehicle registration fee (VRF). Vehicles subject to the VRF include all motorized vehicles (unless vehicles are expressly exempt). Six months after the Measure's approval, VRF fee collection began. In Spring 2012, the first VRF distributions were allocated to eligible recipients.

The VRF Program allocates 60 percent of net fund receipts to local road improvements and repairs in Alameda County. The goal of this program is to support transportation investments to sustain the County's transportation network and reduce traffic congestion and vehicle-related pollution. The VRF's Local Road

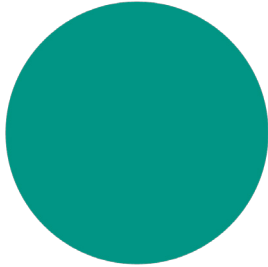
and Repair Program is part of an overall strategy to finance transportation capital improvements intended to maintain and improve local streets and roads as well as a broad range of facilities in Alameda County (from local to arterial facilities).

The Alameda County Transportation Commission (Alameda CTC) maintains Master Programs Funding Agreements (MPFA) with fifteen jurisdictions eligible to receive VRF funds known as "Direct Local Program Distribution funds". Through the MPFA, Alameda CTC outlines specific requirements tied to eligible usage of VRF funds, and reporting requirements. This Compliance Report provides a summary of FY 12-13 revenues and expenditures reported by VRF recipients.

VRF recipients are required to submit an audited financial statement and complete a compliance reporting process, including submitting the following deliverables annually to Alameda CTC:

- **Road miles:** The number of maintained road miles within the city's jurisdiction.
- **Population:** The number of people the jurisdiction's transportation program serves in the fiscal year.
- **Newsletter:** Documentation of a published article that highlights the VRF funded improvements.
- **Website:** Documentation of program information on a local agency website with a link to Alameda CTC's website.
- **Signage:** Documentation of public identification of program improvements as a benefit of using the VRF program.
- **Pavement Condition Index:** Documentation of the agency's Pavement Condition Index (PCI) to provide a frame of reference for the conditions of their local streets and roads.
- **Complete Streets Policy:** Confirmation that local jurisdictions adopted a Complete Streets Policy by June 30, 2013.
- **Timely Use of Funds and Reserve Policy:** Provide an implementation plan using unexpended fund balances. Per the MPFA, local jurisdictions must expend VRF funds in an expeditious manner, and no unexpended funds beyond those included in specified reserve categories may be permitted. If VRF recipients do not meet the timely use of funds requirements, unspent funds may be subject to rescission.

## VRF Direct Local Program Distributions Revenues



Alameda CTC VRF Program Distribution

Dollars in millions

<b>1</b> Local Streets and Roads	<b>\$6.9</b>	<b>100%</b>
<b>Total Distributions</b>	<b>\$6.9</b>	<b>100%</b>

The Alameda CTC disburses VRF Direct Local Program Distribution funds on a monthly basis to the eligible jurisdictions for their local road improvement and repair programs. This report summarizes the total Alameda CTC VRF fund allocations and agency expenditures for fiscal year 2012-13 (FY 12-13).

The data within this report is based on information included in compliance and audited financial statements reports that the jurisdictions submitted at the end of the year. The individual reports and audits are available for review online at [http://www.alamedactc.org/app\\_pages/view/9863](http://www.alamedactc.org/app_pages/view/9863).

### VRF Direct Local Program Distributions

From the start of the VRF Program distributions in Spring 2012, program receipts and Alameda CTC's funding distributions have been consistent each year. Annually, Alameda CTC collects approximately \$11.0 million in VRF receipts each year. Approximately 60 percent of net VRF program funds are allocated to local jurisdictions as Direct Local Program Distributions.

In FY 12-13 Alameda CTC provided approximately \$6.9 million in VRF Direct Local Program Distributions to jurisdictions for their local streets and roads programs. In turn, the jurisdictions used the VRF funds in tandem with other revenue streams such as the Measure B half-cent sales tax to implement projects totalling approximately \$19.3 million in transportation improvements in FY 12-13.





## VRF Direct Local Program Distributions Expenditures

FY 12-13 is the second full fiscal year of VRF distributions to the fifteen eligible recipients in Alameda County and VRF funded improvements are now coming into fruition. In FY 12-13, jurisdictions expended approximately \$4.6 million on local road improvements and maintenance activities. This is \$4.5 million more in expenditures than in the prior fiscal year. Over the next three fiscal years jurisdictions anticipate an increase in VRF funded activities as jurisdictions incorporate VRF funding into their annual programs and budgeting processes.

See the chart below for more information on VRF Direct Local Program Distribution fund balances, new revenue, and expenditures in FY 12-13.



### FY 12-13 VRF Expenditures and Fund Balances

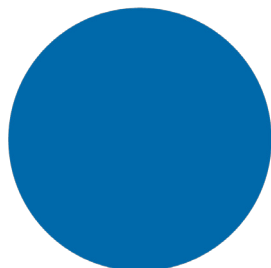
Jurisdiction	11-12 VRF Balance	12-13 VRF Revenue	12-13 VRF Interest	12-13 VRF Expended	Ending VRF Balance
Alameda County	\$683,581	\$681,786	\$9,936	\$1,375,303	\$0
City of Alameda	\$331,303	\$310,807	\$3,309	\$1,270	\$644,149
City of Albany	\$74,674	\$76,985	\$112	\$144,677	\$7,094
City of Berkeley	\$474,334	\$478,124	\$0	\$56,743	\$895,715
City of Dublin	\$250,726	\$225,031	\$2,796	\$196,965	\$281,588
City of Emeryville	\$44,867	\$42,474	\$130	\$87,471	\$0
City of Fremont	\$1,067,554	\$998,013	\$13,744	\$650,000	\$1,429,311
City of Hayward	\$731,460	\$701,802	\$1,253	\$944,854	\$489,661
City of Livermore	\$437,264	\$396,335	\$0	\$311,179	\$522,420
City of Newark	\$217,184	\$197,315	\$709	\$200,000	\$215,208
City of Oakland	\$1,891,353	\$1,646,231	-\$3,210	\$122,666	\$3,411,708
City of Piedmont	\$49,408	\$45,001	\$0	\$0	\$94,409
City of Pleasanton	\$362,934	\$342,796	-\$1,512	\$207,894	\$496,324
City of San Leandro	\$425,278	\$410,515	\$0	\$6,135	\$829,658
City of Union City	\$367,037	\$323,866	\$2,179	\$242,258	\$450,824
<b>Total</b>	<b>\$7,408,957</b>	<b>\$6,877,081</b>	<b>\$29,446</b>	<b>\$4,547,415</b>	<b>\$9,768,069</b>

#### Notes:

1. The table above reflects total VRF revenue and expenditures reported by the jurisdictions.
2. Revenue and expenditure figures throughout this report may vary due to number rounding.
3. Negative interest are reflective of GASB 31 accounting adjustments.
4. The Ending VRF Balance includes interest on VRF funds.



### VRF Direct Local Program Distribution Expenditures



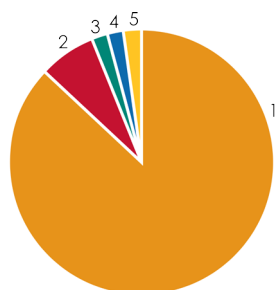
**Total VRF Funds Expended**

Dollars in millions

<b>1 Local Streets and Roads</b>	<b>\$4.6</b>	<b>100%</b>
<b>Total Expenditures</b>	<b>\$4.6</b>	<b>100%</b>

Per the MPFA's Local Streets and Roads Implementation Guidelines, the VRF Local Road Improvement and Repair Program funds are eligible for capital improvements for surface streets and arterial roads, including maintenance and upkeep efforts of local streets. VRF funding may be also used for improving, maintaining, and rehabilitating local roadways and traffic signals. Projects and activities designed to incorporate a Complete Streets practice that makes local roads safe for all modes, including bicyclists, pedestrians, and accommodation for transit are also eligible VRF expenses.

In FY 12-13, the jurisdictions reported \$4.6 million in VRF expenditures that supported local roadway and complete streets improvements. Of those total expenditures, \$4.5 million directly funded street and roads projects and the remaining \$0.1 million funded bicycle and pedestrian improvements related to streets and roads.



**Total VRF Expenditures by Phase**

Dollars in millions

<b>1 Construction</b>	<b>\$4.0</b>	<b>87%</b>
<b>2 Maintenance</b>	<b>\$0.3</b>	<b>7%</b>
<b>3 PS&amp;E</b>	<b>\$0.1</b>	<b>2%</b>
<b>4 Scoping/Planning</b>	<b>\$0.1</b>	<b>2%</b>
<b>5 Other</b>	<b>\$0.1</b>	<b>2%</b>
<b>Total Expenditures</b>	<b>\$4.6</b>	<b>100%</b>

### Total VRF Expenditures by Project Phase

VRF funds support local transportation improvements through various project phases. This includes initial planning/project scoping, environmental review, construction, maintenance and operational activities, and project close-out. The jurisdictions perform ongoing road maintenance and safety enhancements to provide residents with improved roadway conditions.

In FY 12-13, \$4.0 million financed construction projects throughout Alameda County. Jurisdictions combined VRF funds and Measure B funds to implement road rehabilitation projects, slurry seals, and other maintenance activities to maintain and improve local roadways. The other \$0.6 million in expenditures included general maintenance, initial planning/project scoping, and preliminary engineering activities in preparation for the following year's local street and road projects and infrastructure enhancement efforts. These expenditures help improve Alameda County's transportation infrastructure by improving, maintaining, and rehabilitating local roads.

### Total VRF Expenditures by Project Type

VRF Direct Local Program Distributions are eligible for local street and road improvements including improvements that meet the Complete Streets practice to make transportation safe and accessible to all modes, including bicycle, pedestrian and transit.

In FY 12-13, by Project Type jurisdictions expended the majority of the \$4.6 million in expenditures on street resurfacing and maintenance (\$3.9 million). The remaining \$0.7 million in expenditures included signal construction, bicycle safety enhancements, and pedestrian crossing improvements.

VRF Revenues and Expenditure Trends

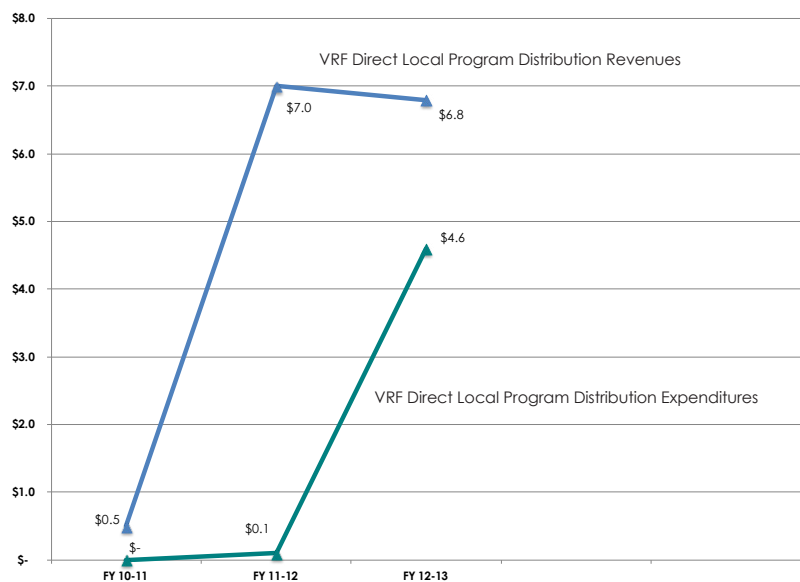
Since the start of the VRF program in 2011, the total receipts generated from vehicle registration fees have remained consistent. Each year, Alameda CTC receives approximately \$11.0 million in receipts, of which approximately \$7.0 million (60 percent) is allocated directly to the fifteen eligible VRF recipients via Direct Local Program Distributions. The VRF program currently contains only two full years of funding distributions and jurisdictions are beginning to expend more VRF funds as part of their annual program plans.

In FY 12-13, VRF expenditures have increased significantly from the prior year and are anticipated to continue along this expenditure trend. The chart below details the VRF program's annual revenues and expenditures since the start of the VRF program.



VRF Annual Revenues and Expenditures Trends  
FY 10-11 through FY 12-13

Dollar in millions



### Timely Use of Funds and Reserves Policy



In order to ensure agencies are expending VRF funds expeditiously on local road improvements, the MPFA's Timely Use of Funds Policy requires jurisdictions to report anticipated use of all VRF funds for their VRF local road improvement and repair program. As part of the annual compliance reporting process, jurisdictions provide detailed information regarding planned uses of VRF funds and preliminary information regarding anticipated project deliverables.

Per the MPFA's Fund Reserve Policy, jurisdictions can establish certain fund reserves to account for unexpended balances. The types of fund reserves and their eligibilities are noted in the following chart.

#### Fund Reserve Categories

Reserve Category	Maximum Funding Allotment	Timely Use of Funds Requirement
<b>Capital Fund Reserve</b> Recipients may establish a specific capital fund reserve to fund specific large capital project(s) that could otherwise not be funded with a single's year revenue of VRF funds.	None.	(1) Recipients shall expend all reserve funds by the end of three fiscal years following the fiscal year during which the reserve was established.
<b>Operations Fund Reserve</b> Recipients may establish and maintain a specific reserve to address operational issues, including fluctuations in revenues, and to help maintain transportation operations.	50 percent of anticipated annual VRF Direct Local Program Distribution revenue	(1) Revolving fund (2) Unexpended funds may be reassigned in the subsequent fiscal year.
<b>Undesignated Fund Reserve</b> Recipients may establish and maintain a specific reserve for transportation needs over a fiscal year for grants, studies, contingency, etc.	10 percent of anticipated annual VRF Direct Local Program Distribution revenues	(1) Unexpended funds may be reassigned in the subsequent fiscal year.



### Monitoring Timely Use of Funds and Reserves

As part of the annual compliance report, VRF recipients are required to provide an implementation plan using all available VRF funds. Over the subsequent annual compliance reports, Alameda CTC will utilize the reported information to track reported expenditures and to monitor the implementation plans for compliance with the MPFA's Timely Use of Funds Policy.

Last year, Alameda CTC implemented the first year of monitoring and tracking fund reserves as part of the FY 11-12 Annual Compliance Report. In that report, jurisdictions provided implementation plans.

In this year's compliance reporting evaluation, Alameda CTC will:

1. Monitor jurisdictions' implementation plans to ensure jurisdictions are actively expending VRF funds and enhancing the local transportation system throughout Alameda County.
2. Review jurisdictions' updated implementation plans which include the identification of uncommitted fund balances and anticipated annual revenue for the FY 13-14 period.

The charts on the following pages provides a monitoring summary of Capital Fund Reserve balances and a review of the jurisdictions' anticipated VRF Direct Local Program Distribution fund balances at the end of FY 13-14.



## VRF Capital Fund Reserve Monitoring



As part of the FY 11-12 reporting, jurisdictions identified a plan to use all VRF funds available in FY 12-13. Jurisdictions could establish a Capital Fund Reserve Plan that spans from FY 12-13 through FY 15-16. This is referred to as the FY 13-16 Capital Reserve Window (FY 13-16 Window). In total, jurisdictions identified \$10.8 million and have expended \$2.6 million as of the end of FY 12-13. Jurisdictions have until the end of FY 15-16 to expend the remaining \$8.2 million.

As part of the FY 12-13 reporting, jurisdictions identified a plan to use all VRF funds (not already identified in a Capital Reserve) for FY 13-14. Jurisdictions were allowed to establish a Capital Fund Reserve Plan that spans from FY 13-14 through FY 16-17. This is referred to as the FY 14-17 Capital Fund Reserve Window (FY 14-17). In total, jurisdictions identified \$4.9 million and must expend these funds by the end of FY 16-17.

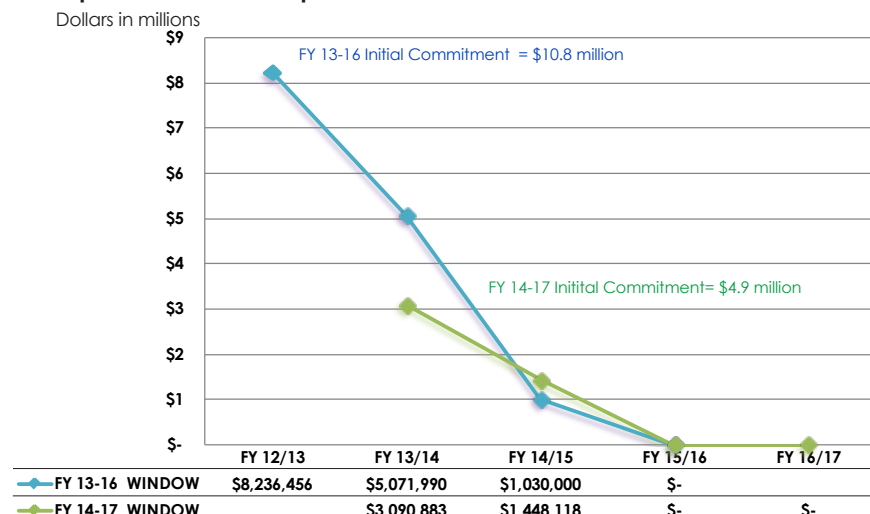
The Capital Fund Reserve Windows are illustrated below.

### Capital Reserve Window Summary

Capital Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17
FY 13-16 Window	\$10.8 million committed \$8.2 million remaining				
FY 14-17 Window		\$4.9 million committed \$4.9 million remaining			

Alameda CTC will monitor the projects and funding plans identified in these reserve windows and the overall compliance status of the identified Capital Fund Reserves. Over the next three years of implementing the Timely Use of Funds and Reserve Policy, Alameda CTC anticipates a further reduction of overall VRF fund balances. The anticipated expenditure of the Capital Fund Reserve balance is depicted below.

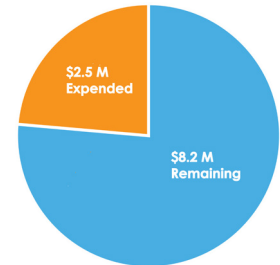
### Anticipated Year End Capital Fund Reserve Balance



## VRF Capital Fund Reserve Window Fund Balances

### FY 13-16 Capital Fund Reserve Window

In the first year of implementing in the MPFA's Timely Use of Funds Policy, jurisdictions identified \$10.8 million in the FY 13-16 Window. At the end of FY 12-13, jurisdictions' collective FY 13-16 Window Balance is approximately \$8.2 million. The balance is required to be expended by the end of the reserve window (FY 15-16).



#### FY 13-16 Capital Fund Reserve Window Balance

Jurisdiction	Committed Amount <sup>1</sup>	Expended Amount <sup>2</sup>	Remaining Balance <sup>3</sup>	Percent Remaining
Alameda County	\$1,379,214	\$1,375,303	\$3,911	1%
City of Alameda	\$635,006	\$1,270	\$633,736	99%
City of Albany	\$145,485	\$144,677	\$808	1%
City of Berkeley	\$819,132	\$0	\$819,132	100%
City of Dublin	\$0	\$0	\$0	0%
City of Emeryville	\$44,867	\$44,867	\$0	0%
City of Fremont	\$1,502,773	\$650,000	\$852,773	57%
City of Hayward	\$424,724	\$0	\$424,724	100%
City of Livermore	\$493,272	\$0	\$493,272	100%
City of Newark	\$438,557	\$200,000	\$238,557	54%
City of Oakland	\$3,539,000	\$122,666	\$3,416,334	97%
City of Piedmont	\$91,575	\$0	\$91,575	100%
City of Pleasanton	\$150,000	\$0	\$150,000	100%
City of San Leandro	\$859,062	\$6,135	\$852,927	99%
City of Union City	\$258,707	\$0	\$258,707	100%
<b>Total</b>	<b>\$10,781,374</b>	<b>\$2,544,918</b>	<b>\$8,236,456</b>	<b>76%</b>

#### FY 13-16 Capital Fund Reserve Window

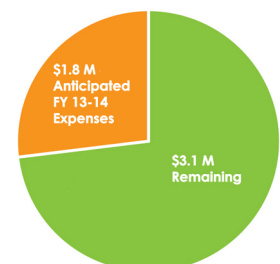
Committed Amount	\$10,781,374
Expended Amount	\$2,544,918
<b>Balance Remaining</b>	<b>\$8,236,456</b>

#### Notes:

1. Committed Amount as identified by jurisdictions in the FY 11-12 Compliance Report.
2. Expended amount as reported in the FY 12-13 Compliance Report.
3. Remaining amount to be expended by the end of FY 15-16.
4. Figures may vary due to number rounding.

### FY 14-17 Capital Fund Reserve Window

In this year's compliance report, jurisdictions identified \$4.9 million in the FY 14-17 Capital Fund Reserve Window. Jurisdictions anticipate \$1.8 million in FY 13-14 expenditures. Alameda CTC will monitor the expenses in future compliance reports.



#### FY 14-17 Capital Fund Reserve Window

Committed Amount	\$4,914,292
Anticipated FY 13-14 Expenses	\$1,823,409
<b>Anticipated Balance</b>	<b>\$3,090,883</b>

### VRF Local Road Improvement and Repair Program Fund Balance



For the VRF Local Road Improvement and Repair Program, jurisdictions reported an ending FY 12-13 VRF balance of approximately \$9.8 million. After including FY 13-14 estimated revenue and accounting for anticipated FY 13-14 expenditures, the expected balance at the end of FY 13-14 is projected to be approximately \$9.2 million. This is a \$0.6 million estimated decrease in fund balances from the prior fiscal year, which indicates local jurisdictions are incorporating more VRF funds into their budget and project implementation process. Over the next three fiscal years, jurisdictions anticipate delivering more improvement projects to enhance Alameda County's transportation system using VRF revenues.

#### FY 13-14 Ending Fund Balances

Jurisdiction	FY 12-13 Ending Balance	FY 13-14 Estimated Revenue <sup>1</sup>	FY 13-14 Available to Expend	FY 13-14 Planned Expenditures <sup>2</sup>	FY 13-14 Ending Balance <sup>3</sup>
Alameda County	\$0	\$649,854	\$649,854	\$649,854	\$0
City of Alameda	\$644,149	\$296,246	\$940,395	\$633,736	\$306,659
City of Albany	\$70,94	\$73,390	\$80,484	\$80,484	\$0
City of Berkeley	\$895,715	\$455,783	\$1,351,497	\$832,737	\$518,760
City of Dublin	\$281,589	\$214,510	\$496,098	\$474,647	\$21,451
City of Emeryville	\$0	\$40,480	\$40,480	\$40,480	\$0
City of Fremont	\$1,429,311	\$951,260	\$2,380,571	\$1,509,874	\$870,697
City of Hayward	\$489,661	\$668,930	\$1,158,591	\$1,158,591	\$0
City of Livermore	\$522,419	\$377,766	\$900,185	\$765,272	\$134,913
City of Newark	\$215,208	\$188,072	\$403,280	\$160,000	\$243,380
City of Oakland	\$3,411,707	\$1,569,106	\$4,980,813	\$350,000	\$4,630,813
City of Piedmont	\$94,409	\$42,893	\$137,302	\$131,000	\$6,302
City of Pleasanton	\$496,658	\$326,733	\$823,057	\$765,461	\$57,596
City of San Leandro	\$829,658	\$391,283	\$1,220,941	\$10,000	\$1,210,941
City of Union City	\$450,823	\$308,695	\$759,518	\$249,621	\$509,987
<b>Total</b>	<b>\$9,768,066</b>	<b>\$6,555,000</b>	<b>\$16,323,066</b>	<b>\$7,811,757</b>	<b>\$9,145,046</b>

#### Notes:

1. FY 13-14 Estimated Revenue is based on May 2013 VRF projections.
2. The FY 13-14 Planned Expenditures column consists of anticipated transportation related expenditures reported in the FY 12-13 Compliance Report.
3. The Anticipated Ending Balance is the estimated FY 13-14 beginning balance.
4. Revenue and expenditure figures may vary due to number rounding.



## VRF Local Road Improvement and Repair Program FY 12-13 Program Highlights

In FY 12-13, jurisdictions implemented approximately \$4.6 million in local road improvements and repairs to make Alameda County's transportation system safer, accessible, and maintained.

The following includes agency highlights of VRF funded improvements.

- **Alameda County:** Resurfaced 2.4 million square feet of asphalt to extend pavement life and improve reliability on roads including Grant Line, Bryon, Beth, and Crow Canyon.
- **City of Alameda:** Initiated PS&E studies to implement a street repair and maintenance program.
- **City of Albany:** Constructed bicycle path and a traffic signal at Buchanan and Pierce intersection to enhance safety and to encourage travel on the Ohlone Greenway and the Bay Trail.
- **City of Berkeley:** Completed 3,845 pot holes and 124 street patch repairs.
- **City of Dublin:** Upgraded the Traffic Operations Center communication network that will improve traffic circulation and safety monitoring.
- **City of Emeryville:** Performed 372,000 square feet of slurry seals.
- **City of Fremont:** Treated 850,000 square feet of roadway as part of the 2012 Cap & Slurry Seal Project.
- **City of Hayward:** Rehabilitated 3.3 million square feet of streets.
- **City of Livermore:** Repaired, overlaid and rehabilitated 1.3 million square feet of roadway.
- **City of Newark:** Restored 600,000 square feet of worn out pavement.
- **City of Oakland:** Performed PS&E studies in preparation for street resurfacing projects in 2014.
- **City of Piedmont:** Incorporated VRF funds into a 2014 pavement plan.
- **City of Pleasanton:** Completed slurry sealing of 1.7 million square feet of city streets and roadways.
- **City of San Leandro:** Initiated PS&E studies for future street resurfacing and maintenance projects.
- **City of Union City:** Realigned 2,600 feet of roadway and reconfigured the Alvarado Blvd and Union City Blvd intersection to improve pedestrian safety and traffic circulation.





# Summary of Exemptions for Agencies with Balances of Greater than 30 percent

6.7C

(Cumulatively Across the Programs)

## MEASURE B

### WETA

Program	Planned Expenditures FY 12-13	Actual Expenditures FY 12-13	Unspent Amount FY 12-13	Unspent Percentage	Reason Code
Mass Transit	\$ 782,481	\$ 218,426	\$ 564,055	72%	
<b>Totals:</b>	<b>\$ 782,481</b>	<b>\$ 218,426</b>	<b>\$ 564,055</b>	<b>72%</b>	<b>1 and 2</b>

### City of Albany

Program	Planned Expenditures FY 12-13	Actual Expenditures FY 12-13	Unspent Amount FY 12-13	Unspent Percentage	Reason Code
Bicycle and Pedestrian	\$ 59,471	\$ 18,425	\$ 41,046	69%	
Local Streets and Roads	\$ 368,779	\$ 8,508	\$ 360,271	98%	
Paratransit	\$ 28,490	\$ -	\$ 28,490	100%	
<b>Total:</b>	<b>\$ 456,740</b>	<b>\$ 26,933</b>	<b>\$ 429,807</b>	<b>94%</b>	<b>2 and 4</b>

### City of Dublin

Program	Planned Expenditures FY 12-13	Actual Expenditures FY 12-13	Unspent Amount FY 12-13	Unspent Percentage	Reason Code
Bicycle and Pedestrian	\$ 492,812	\$ 494,037	\$ (1,225)	0%	
Local Streets and Roads	\$ 903,389	\$ 346,513	\$ 556,876	62%	
<b>Total:</b>	<b>\$ 1,396,201</b>	<b>\$ 840,550</b>	<b>\$ 555,651</b>	<b>40%</b>	<b>3</b>

## Vehicle Registration Fee

### City of Berkeley

Program	Planned Expenditures FY 12-13	Actual Expenditures FY 12-13	Unspent Amount FY 12-13	Unspent Percentage	Reason Code
Local Streets and Roads	\$ 102,500	\$ 56,743	\$ 45,757	45%	
<b>Total:</b>	<b>\$ 102,500</b>	<b>\$ 56,743</b>	<b>\$ 45,757</b>	<b>45%</b>	<b>5</b>

### City of Dublin

Program	Planned Expenditures FY 12-13	Actual Expenditures FY 12-13	Unspent Amount FY 12-13	Unspent Percentage	Reason Code
Local Streets and Roads	\$ 370,000	\$ 196,965	\$ 173,035	47%	
<b>Total:</b>	<b>\$ 370,000</b>	<b>\$ 196,965</b>	<b>\$ 173,035</b>	<b>47%</b>	<b>3</b>

### City of Pleasanton

Program	Planned Expenditures FY 12-13	Actual Expenditures FY 12-13	Unspent Amount FY 12-13	Unspent Percentage	Reason Code
Local Streets and Roads	\$ 556,614	\$ 207,894	\$ 348,720	63%	
<b>Total:</b>	<b>\$ 556,614</b>	<b>\$ 207,894</b>	<b>\$ 348,720</b>	<b>63%</b>	<b>4</b>

#### Reason/Justification Code

- (1) Project Delays
- (2) Revised Implementation Plan to implement other future projects
- (3) Expenditures not realized in current fiscal year/Expenses accrued in subsequent fiscal year.
- (4) Project Savings
- (5) Project scope reduced due to unforeseen issues i.e. funding issues, staffing shortages, community concern, etc.

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December 20, 2013

*Dedicated to  
passengers*

*Responsive  
to change*

*Committed  
to growth*

Arthur L. Dao, Executive Director  
Alameda County Transportation Commission  
1111 Broadway, Suite 800  
Oakland, CA 94607

RE: Request for exemption authorization from Timely Use of Funds FY12/13, due to extraordinary circumstances.

**Commissioners**

**Bob Johnson**  
City of Lodi

**John W. Harris**  
City of Manteca

**Steve Bestolarides**  
San Joaquin County

**Brent H. Ives**  
City of Tracy

**Kathy Miller**  
City of Stockton

**Omar Ornelas**  
City of Lathrop

**Executive Director**  
**Stacey Mortensen**

In July 2008, the San Joaquin Regional Rail Commission (SJRRRC) entered into an agreement with the Alameda County Transportation Improvement Authority and the Alameda County Congestion Management Agency (Alameda County Transportation Commission - ACTC) to be the direct recipient of Measure B sales tax revenue pass-through allocations for operations of the Altamont Corridor Express (ACE) service. This agreement required the transfer of the Measure B ACE reserve fund balance into a SJRRRC designated restricted fund for ACE Operations. The amount of this transfer was \$1,691,991.35, providing the initial fund balance to be used for ACE operations as approved annually by the ACTC Board. The current balance is a combination of the initial deposit along with interest earned and subsequent deposits in excess of authorized contribution amounts.

As part of the ACE Cooperative Services Agreement executed in July 2003, between SJRRRC, ACTC and Santa Clara Valley Transportation Authority (SCVTA), an annual Baseline Service Plan is developed by SJRRRC inclusive of ACTC and SCVTA operating contributions for the next fiscal year. After ACTC and SCVTA staff reviews the Baseline Service Plan, the respective Boards take an action on approving the plan and setting their respective local contributions.

The Measure B funds are deposited each month by ACTC, directly to SJRRRC's designated restricted fund, per sections 3.6, 3.8 and 6.3.5 of the Cooperative Services Agreement. SJRRRC may only draw ACTC's contribution from the Measure B funds based on an annually approved CPI increase. If amounts deposited by ACTC during the year exceed authorized amounts to draw, an increase in fund balance occurs.

Currently, the calculation for projected funds added to the fund balance exceeds the amounts allowed for retention in the Operations Fund Reserve (3.A.2) and



December 20, 2013  
Arthur L. Dao, Executive Director  
Alameda County Transportation Commission  
Page 2

Undesignated Fund Reserve (3.A.3). It is the intent of SJRRC, upon ACTC Board approval of the annual Baseline Service Plan to use Measure B reserved funds to augment ACTC's Baseline contribution to the ACE service over the next five fiscal years and fully expend all funds carried forward by the end of FY16/17. The table below illustrates the expenditure plan for the fund reserves:

	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17
Measure B service Contribution		\$ 2,145,893	\$ 2,200,000	\$ 2,200,000	\$ 2,200,000
Administrative Fee		\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000
Measure B from Reserve Balance		\$ 655,055	\$ 700,000	\$ 700,000	\$ 20,306
Total		\$ 2,820,948	\$ 2,920,000	\$ 2,920,000	\$ 2,240,306
Remaining Reserve	\$ 2,075,361	\$ 1,420,306	\$ 720,306	\$ 20,306	\$ -

As per the Cooperative Services Agreement and Baseline Service Plan approved annually by the ACTC Board, SJRRC has been unable to expend any Measure B funds received in excess of the approved budget. This has resulted in a reserve of Measure B funds which is not consistent with use of timely funds as defined and set by ACTC's "Master Programs Funding Agreement" Section 3 (FY15/16). SJRRC/ACE is requesting authorization for an exemption due to extraordinary circumstances.

Please do not hesitate to contact George Fink, Manager of Planning & Programming at (209)944-6235, email [george@acerail.com](mailto:george@acerail.com), or Margaret Merin, at (209)944-6246, email [margaret@acerail.com](mailto:margaret@acerail.com) if you have any questions or comments.

Sincerely,



Stacey Mortensen  
Executive Director

cc: John Nguyen, ACTC  
Matt Todd, ACTC  
Vivek Bhat, ACTC  
Brian Schmidt, SJRRC  
Nila Cordova, SJRRC  
George Fink, SJRRC

*file*

# ALBANY CALIFORNIA



CITY OF ALBANY  
1000 SAN PABLO AVENUE  
ALBANY, CA 94706  
[www.AlbanyCA.org](http://www.AlbanyCA.org)

March 3, 2014

Mr. Scott Haggerty, Chair  
Alameda County Transportation Commission (ACTC)  
1111 Broadway, Suite 800  
Oakland, California 94607

RE: City of Albany Request For Extension For Expenditure of Fiscal Year 2012-2013 Measure B Balances

Dear Chairman Haggerty:

In accordance with the Timely Use of Funds policy adopted by ACTC, a formal written extension request must be submitted when an agency has carry-over Measure B Funds. In Fiscal Year 2012-2013 the City of Albany had Measure B Fund balances totaling \$430,076. This matter was presented to our City Council on March 3, 2014 and the City formally requests that the Commission grant an extension. (A copy of the City Staff Report is attached for your reference and background information).

In Fiscal Year 2012-2013 the City of Albany hired a new Public Works Director. Although in previous years Measure B Local Streets funds were used in Albany primarily for eligible general street maintenance, plans are now underway to invest Measure B funds along with other local funding sources in a Citywide Pavement Rehabilitation Project. In order to implement this shift in the programming of the funds there were Local Streets and Roads funds in the amount of \$371,660, remaining at June 30, 2013. On February 3, 2014 the City Council awarded an agreement for a contract engineering firm to undertake the design and specification for street rehabilitation that will utilize over \$400,000 in Measure B funds by the end of Fiscal Year 2013-2014. In addition the City has additional planned projects and assigned reserves that were submitted as part of the Measure B compliance report, and will bring the cumulative balance within the ACTC expenditure limits.

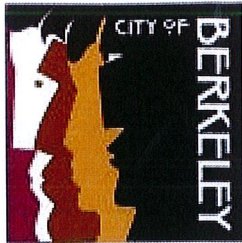
We look forward the action by the Commission to approve this change in planned spending. The result will be visible improvements throughout our City. Further, the use of the funds on a larger project should provide economies of scale and a more efficient use of Measure B taxes. If additional information is needed from the City, please contact Ray Chan, Public Works Director.

Sincerely,

A handwritten signature in cursive script, appearing to read "Peggy Thomsen".  
Peggy Thomsen  
Mayor

Attachment: City of Albany City Council Staff Report Dated March 3, 2014

Cc: Penelope Leach, City Manager  
Ray Chan, Public Works Director  
Arthur Dao, ACTC Executive Director  
John Hemiup, Senior Transportation Engineer



Public Works Department  
Administrative & Fiscal Services

February 26, 2014

Arthur L. Dao, Executive Director  
Alameda County Transportation Commission  
1111 Broadway, Suite 800  
Oakland, CA 94607-4006

RE: Request for exemption from the Vehicle Registration Fee (VRF) Timely Use of Funds policy

Mr. Arthur Dao:

Per the Master Programs Funding Agreement (MPFA) between the Alameda County Transportation Commission (Alameda CTC) and the City of Berkeley, Article 3-Timely Use of Funds Policy, the City requests an extension to expend the planned projects balance of FY 12-13 VRF receipts. The \$45,757 programmed balance required additional funding for the planned purchase of a crack sealer machine for street repair. The balance has been reallocated to FY 13-14 to be spent in addition to the annual allocation of VRF supplemental funding for the City's Street Preventative Maintenance program. The crack sealer machine has been purchased and 85% of the adjusted programmed FY 13-14 allocation has been spent to date.

Please feel free to contact me at (510) 981-6306 if you have any questions.

Sincerely,

Sydney Oam  
Administrative & Fiscal Services Manager





## CITY OF DUBLIN

100 Civic Plaza  
Dublin, California 94568  
Phone: (925) 833-6650  
Fax: (925) 833-6651

City Council  
(925) 833-6650  
City Manager  
(925) 833-6650  
Community Development  
(925) 833-6610  
Economic Development  
(925) 833-6650  
Finance/Admin Services  
(925) 833-6640  
Fire Prevention  
(925) 833-6606  
Human Resources  
(925) 833-6605  
Parks & Community Services  
(925) 556-4500  
Police  
(925) 833-6670  
Public Works/Engineering  
(925) 833-6630



[www.dublin.ca.gov](http://www.dublin.ca.gov)

February 25, 2014

Alameda County Transportation Commission  
John Hemiup, Senior Transportation Engineer  
John Nguyen  
1111 Broadway Suite 800  
Oakland, CA 94607

RE: Exemption Request for Timely Use of Funds Policy

Mr. Hemiup:

Please accept this letter as City of Dublin's request for an exemption from the Timely Use of Funds Policy for your Commission's consideration.

### Measure B Funds

In FY 2012-2013, the planned expenditures were \$903,389 and the actual expenditures through June 30, 2013, were \$346,513. The unspent amount in FY 2012-2013 is \$556,876. The primary reason for the unspent amount is the construction schedule for the planned Annual Street Overlay project. The overlay project improvements/construction took place in early FY 2013-2014, and therefore, Measure B funds expenditure took place in FY 2013-2014. To date, a total of \$479,046 in actual expenditures have been expended as part of the Annual Street Overlay Program (Project ID# ST5013). The remaining balance of \$77,830 will be utilized as part of the FY 2013-2014 Annual Street Overlay Program (Project ID# ST5014).

### VRF Funds

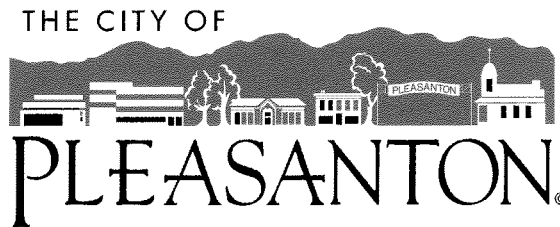
In FY 2012-2013, the planned expenditures were \$370,000 and the actual expenditures through June 30, 2013, were \$196,965. The unspent amount in planned expenditures was \$173,035, which is above the 30% threshold for unspent funds. The reason for this unspent amount at the close of the FY 2012-2013 is the processing of project invoices after the June 30, 2013. The City was able to expend the planned expenditures at the beginning of FY 2013-2014.

If you have any questions regarding this request, please contact me at (925) 833-6640 or [vivian.gong@dublin.ca.gov](mailto:vivian.gong@dublin.ca.gov).

Thank you for your time and consideration.

Sincerely,

Vivian Gong  
Finance Manager



February 21, 2014

Alameda County Transportation Commission  
1111 Broadway, Suite 800  
Oakland, CA 94607

RE: Vehicle Registration FY '12-'13 Request for Exemption from Timely Use of Funds Policy

Dear Alameda CTC:

The City of Pleasanton is requesting an exemption from the Timely Use of Funds Policy for the planned expenditure for CIP 125003 identified in the VRF FY '12-'13 compliance report, Index 3. The City allocated \$438,562 toward the City's 'Annual Resurfacing of Various Streets' project, Capital Improvement Project (CIP) 125003, which was anticipated to be completed in FY '12-'13. The project scope was greatly reduced due to removal of a road from the project so that an unanticipated water main project could be completed before resurfacing that roadway. In addition to the reduced scope, the project bids came in lower than expected, requiring less funding. The City reallocated the VRF funds to active CIP projects and created a new capital project in an attempt to meet the planned expenditure levels. The City reallocated \$80,742 to the 'West Las Positas Boulevard at Tassajara Creek Repairs' project, CIP 115014, to cover additional scope increases to the project and subsequently expended this reallocated VRF funding. Funds totaling \$9,100 were reallocated to the 'Annual Slurry Seal' project, CIP 125004, and were also successfully expended. The City also reallocated \$271,980 to the 'Stoneridge Drive and Vineyard Avenue Overlay' project, CIP 125024, to resurface the street removed from CIP 125003, but was unfortunately unable to expend the VRF funds before the end of FY '12-'13. Construction of CIP 125024 has since been completed, utilizing the full \$271,980. If the re-allocated \$271,980 were billed under FY '12-'13, the City would have reached 86% of the planned expenditure. The City is requesting an exemption from the Timely Use of Funds Policy for the Index 3 project CIP 125003 so the funds can be applied in FY '13-'14 toward CIP 125024.

Sincerely,

Adam Nelkie  
Sr. Civil Engineer

**COMMUNITY DEVELOPMENT**

**P. O. BOX 520, Pleasanton, CA 94566-0802**

**Planning**

200 Old Bernal Ave.  
(925) 931-5600  
Fax: 931-5483

**Building & Safety**

200 Old Bernal Ave.  
(925) 931-5300  
Fax: 931-5478

**Engineering**

200 Old Bernal Ave.  
(925) 931-5650  
Fax: 931-5479

**Traffic**

200 Old Bernal Ave.  
(925) 931-5650  
Fax: 931-5479

**Inspection**

157 Main Street  
(925) 931-5680  
Fax: 931-5484

February 14, 2014

John Hemiup, P.E.  
Senior Transportation Engineer  
Alameda County Transportation Commission  
1111 Broadway, Suite 800  
Oakland, CA 94607

**RE: Measure B Funds - Time Extension Request**

Dear Mr. Hemiup:

Pursuant to Article 3.A of the Master Program Funding Agreement, please accept this letter as the San Francisco Bay Area Water Emergency Transportation Authority's ("WETA") request for a time extension to spend the remaining Measure B balance for the FY2012/13 Planned Projects.

As part of the FY2011/12 Measure B Compliance Report, WETA staff estimated \$782,481 would be spent in FY2012/13 to support two projects including: 1) *Mid-Life Refurbishment of the Bay Breeze Vessel*, and 2) *Purchase of Inflatable Buoyant Apparatus*. Due to project delays and funding and program changes, the actual amount spent in FY2012/13 was \$218,426 or 28% of the total planned expenditures.

**Mid-Life Refurbishment of the Bay Breeze Vessel**

The development of the initial Request for Proposal (RFP) and scope of work for this project took longer than anticipated, causing an overall project delay. However, vessel refurbishment work has been underway since March 2013 and the vessel is scheduled for return to the Bay Area and final Coast Guard approvals this Spring. All remaining Measure B funds planned for this project, \$676,581, will be spent in FY2013/14.

**Purchase of Inflatable Buoyant Apparatus (IBA)**

Funds were originally planned to be used to support a project to purchase and install IBAs on vessels serving WETA's Alameda and Oakland to San Francisco routes. However, we have developed an alternative means and funding plan to address this vessel safety project. As a result, WETA is requesting that Measure B funds planned for this project be reallocated to support our East Bay Passenger Terminal Improvements project. This project includes a variety of float, pier, gangway and access improvements to be made at the Main Street and Harbor Bay terminals in Alameda and at the Clay Street terminal in Oakland. The terminal improvements project is underway and Measure B funds proposed for the project, \$125,000, could be spent in FY2013/14.

If you have any questions or require additional information, please contact Lynne Yu at (415) 364-3193 or [yu@watertransit.org](mailto:yu@watertransit.org).

Sincerely,



Nina Rannells  
Executive Director

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## **Measure B/Vehicle Registration Fee Compliance Report Reserve Policies and Monitoring Procedures**

*Commission Approval Date - October 24, 2013*

### **Background**

In April 2012, all jurisdictions receiving Measure B and Vehicle Registration Fee (VRF) funds entered into a Master Programs Funding Agreement (MPFA) with Alameda County Transportation Commission (Alameda CTC). The MPFA and its associated Implementation Guidelines outlined the direct local program distributions (pass-through), eligible expenditures, recipient reporting requirements, policies on the timely use of funds and establishment of reserve funds. Recipients of Measure B and VRF funds are required to submit to Alameda CTC an Audited Financial Statement within 180 days following the close of each fiscal year and an Annual Program Compliance Report due by December 31<sup>st</sup> of each calendar year.

Per Article 3 of the MPFA, jurisdictions receiving Measure B and VRF funds are required to use the direct local program distributions in a timely manner. As such Alameda CTC requires jurisdictions to report in their Annual Program Compliance Report an implementation plan using Measure B/VRF funds. Information reported in the prior year's Annual Program Compliance Report(s) will be evaluated against the subsequent year's reported expenditure information to determine compliance with the MPFA's Timely Use of Funds policy. This process ensures the expeditious expenditure of voter-approved transportation dollars on projects and programs throughout Alameda County.

### **Timely Use of Funds and Reserve Fund Policies**

Per the MPFA, jurisdictions must specify the annual Measure B and VRF funding expenditures, and identify a funding plan of proposed projects/programs to be funded using any remaining Measure B/VRF funds. The applicable policies are captured below:

#### Article 3.A. Timely Use of Funds Policy

The Timely Use of Funds Policy requires all Measure B and VRF recipients to spend funds expeditiously or place funds into a reserve fund. Any funds not spent within the allotted time, including funds placed into reserve funds, will be subject to rescission, unless a written time extension request is submitted by the recipient and approved by Alameda CTC.

#### Article 3.B. Reserve Fund Policy

The Reserve Fund Policy enables Measure B and VRF recipients to establish a reserve fund for specified periods of time. This allows jurisdictions to place unexpended funds into an applicable reserve fund to demonstrate a reasonable plan to expend Measure B and VRF funds. The types of reserve funds and their eligibilities are noted in the Exhibit A: Fund Categories

#### Article 3.C. Rescission of Funds Policy

If the recipient does not meet the timeliness requirements, Alameda CTC may rescind any unspent funds and interest earned, unless a written time extension request is submitted by the recipient and approved by Alameda CTC.

## Tracking and Monitoring Measure B/VRF Expenditures and Reserve Plans

As part of the Compliance Reporting process, jurisdictions are required to report annual planned expenditures using their fund balances into the four available fund categories listed in Exhibit A. Alameda CTC's tracking and monitoring policies is also further disseminated in the sections below.

**EXHIBIT A: FUND CATEGORIES**

FUND CATEGORY	MAXIMUM FUNDING ALLOTMENT	TIMELY USE OF FUNDS REQUIREMENT
1. <u>Annual Planned Projects (unreserved)</u> Recipients may report an annual implementation plan using Measure B or VRF direct local program distributions.	None.	<ul style="list-style-type: none"> <li>To ensure expeditious use of funds, Alameda CTC expects recipients to expend funds identified as annual planned projects.</li> </ul>
2. <u>Capital Fund Reserve</u> Recipients may establish a specific capital fund reserve to fund specific large capital project(s) that could otherwise not be funded with a single's year worth of Measure B or VRF direct local program distributions.	None.	<ul style="list-style-type: none"> <li>Recipients shall expend all reserve funds by the end of three fiscal years following the fiscal year during which the reserve was established. <ul style="list-style-type: none"> <li><i>In the FY 11-12 Compliance Report the established Capital Fund Reserve Window is FY 12/13 through FY 15/16.</i></li> </ul> </li> <li>To ensure expeditious use of funds, Alameda CTC expects recipients to expend funds identified in the first FY of the reserve fund.</li> </ul>
3. <u>Operations Fund Reserve</u> Recipients may establish and maintain a specific reserve to address operational issues, including fluctuations in revenues, and to help maintain transportation operations	50 percent of anticipated annual direct local program revenues.	<ul style="list-style-type: none"> <li>This is a revolving fund; therefore, unexpended funds may be reassigned in the subsequent fiscal year, but must be expended within the subsequent expenditure period. The next reserve window is FY 13/14 through FY 16/17.</li> </ul>
4. <u>Undesignated Fund Reserve</u> Recipients may establish and maintain a specific reserve for transportation needs over a fiscal year for grants, studies, contingency, etc.	10 percent of anticipated annual direct local program revenues.	This is a revolving fund; therefore, unexpended funds may be reassigned in the subsequent fiscal year, but must be expended within the subsequent expenditure period. The next reserve window is FY 13/14 through FY 16/17.

## Annual Expenditure Threshold Guideline

Alameda CTC recognizes recipients are providing an estimate of planned expenditures when reporting their implementation plan as part of the Annual Compliance Report. As a result there may be unexpected funds balances from these planned budgets due to project bid savings, contingencies, or supplemental savings. Thus, Alameda CTC will monitor and evaluate the total summation of the planned annual expenditures across all programmatic types (*Bike/Pedestrian, Local Transportation, Mass Transit, and Paratransit*).

## SECTION 1: Measure B/VRF Annual Planned Projects

### **Purpose of Annual Planned Projects**

Through the Annual Program Compliance Report, jurisdictions may report annual planned projects using Measure B/VRF funds in the compliance reporting forms, *Table 3 Section 1 Planned Projects*.

#### Project Types include:

- One-year Capital Projects
- Traffic Operations
- Traffic Signal Coordination
- Slurry Seal/Pavement Rehabilitation
- Program Management

### **Timely Use of Funds Policy Implementation**

- Alameda CTC will monitor the recipient's planned versus actual expenditures in the Annual Program Compliance Report.
- Alameda CTC expects recipients to expend funds identified as annual planned projects.
  - Recipient's annual reported expenditures collectively across the planned sections for all applicable programmatic types must be at least 70 percent expended to demonstrate expeditious use of Measure B/VRF funds.
    - 70 percent expenditure threshold is derived from:
      - Jurisdictions planned annual expenditures are reported in December, which is mid-way through the relevant fiscal year.
      - Permits an allowance for contingencies or unexpected cost savings.
  - Any unspent funds greater than 30 percent of the reported planned expenditures across the planned sections for all applicable programmatic categories must be justified and may be subject for rescission, unless a written time extension request is submitted by the recipient and approved by Alameda CTC (MPFA, Article 3).

*Program Compliance Report Table 3*

#### **Section 1: Planned Projects (unreserved)**

RESERVE TYPE DESCRIPTION	RECIPIENT'S RESPONSIBILITY	ALAMEDA CTC'S RESPONSIBILITY
<p>Projects included in this section are required to be implemented and funded as planned during the specified fiscal year.</p> <p><u>Project Types include:</u></p> <ul style="list-style-type: none"> <li>- One-year Capital Projects</li> <li>- Traffic Operations</li> <li>- Traffic Signal Coordination</li> <li>- Slurry Seal/Pavement Rehabilitation</li> <li>- Program Management</li> </ul>	<p>Recipients are allowed to outline specific projects that are planned to be implemented during the specified fiscal year.</p> <p>Recipients will report these same projects/expenditures in subsequent Annual Compliance Reports and identify their delivery status.</p>	<p>Alameda CTC will review projects listed in this section through the Annual Program Compliance Report process and ensure the Recipient is adhering to the Timely Use of Funds Policy.</p> <p>Alameda CTC will monitor Recipient's reported planned expenditures and actual expenditures reported in the past and present Annual Program Compliance Reports. Alameda CTC will evaluate unexpended fund balances.</p>
<p><u>What happens to unexpended balances?</u></p> <ol style="list-style-type: none"> <li>1. All funds specified in this section must be no less than 70 percent expended collectively across the planned sections for all applicable programmatic categories. A written justification is required for unexpended balances for administrative or Commission approval. Annual balances less than 30 percent are subject to administrative approval, and balances greater than 30 percent are subject to Commission approval.</li> <li>2. Any funds not expended may be subject to rescission, unless a written time extension request is submitted by the recipient and approved by Alameda CTC.</li> </ol>		



## SECTION 2: Measure B/VRF Capital Fund Reserve

### **Purpose of Capital Fund Reserve**

Through the Annual Program Compliance Report, jurisdictions may report planned uses of Measure B/VRF fund reserves for Capital Projects in *Table 3 Section 2 Capital Fund Reserve* of the compliance reporting forms.

The Capital Fund Reserve is for anticipated Capital Projects planned over four fiscal years. Recipients cannot reserve funds past the end of the third fiscal year immediately following the fiscal year during which the reserve was established.

#### **Project Types include:**

- Multi-year Capital Projects
- Roadway Projects
- Drainage/Facilities Projects
- Slurry Seal/Pavement Rehabilitation
- Bike/Pedestrian Projects

### **Timely Use of Funds Implementation Policy**

- Alameda CTC will track each project's proposed budget in the Capital Fund Reserve by phase and year through the Annual Program Compliance Report process.
- Alameda CTC will monitor the recipient's reported Capital Fund Reserve planned versus actual expenditures.
- Recipient's annual reported planned expenditures for the overall reserve section must demonstrate expeditious use of Measure B/VRF funds.
- Recipient may request fund adjustments from year to year within the reserve period as part of the Annual Compliance Report. However, Alameda CTC will monitor each individual project to ensure that the reported expenditures for each fiscal year are being expended within the Timely Use of Funds requirements.
  - Any unspent funds for individual projects and/or Capital Fund Reserve section must have a justification for the unexpended funds.
    - Recipient may reallocate funds to an outer year in the reserve window to the same project or to an alternative project.
    - Unexpended funds must be reallocated in the same Capital Fund Reserve window in which the reserve was established.
    - Any funds not expended by the end of third fiscal year immediately following the fiscal year during which the reserve was established will be rescinded, unless a written time extension request is submitted by the recipient and approved by Alameda CTC (*MPFA, Article 3*).



**Program Compliance Report Table 3****Section 2: Capital Fund Reserve**

<b>RESERVE TYPE DESCRIPTION</b>	<b>RECIPIENT'S RESPONSIBILITY</b>	<b>ALAMEDA CTC'S RESPONSIBILITY</b>
<p>Projects included in this section are designated with Capital Fund Reserves during a reserve window over four fiscal years.</p> <p><i>Reserve Window: All funds must be expended prior to the end of the third fiscal year immediately follow the fiscal year during which the reserve was established.</i></p> <p><u>No.1 Initial Reserve Window</u> - FY 12-13 through FY 15-16</p> <p><u>No.2 Second Reserve Window</u> - FY 13-14 through FY 16-17</p> <p>The Capital Fund Reserve is for large capital project(s) that could otherwise not be funded with a year's worth of Measure B/VRF direct local program distributions. All programmed funds must be expended by the end their respective fiscal year window.</p> <p><u>Project Types include:</u></p> <ul style="list-style-type: none"> <li>- Multi-year Capital Projects</li> <li>- Roadway Projects</li> <li>- Drainage/Facilities Projects</li> <li>- Slurry Seal/Pavement Rehabilitation</li> <li>- Bike/Pedestrian Projects</li> </ul>	<p>Recipients are expected to report large capital projects funded with Measure B/VRF revenue over a four fiscal year reserve window.</p> <p>Any projects that require additional Measure B/VRF funding beyond the total anticipated fiscal year's revenue that is allocated in this reserve must state in the project status notes:</p> <ol style="list-style-type: none"> <li>1. The total project cost using Measure B/VRF funding;</li> <li>2. The outstanding Measure B/VRF balance that is required to complete the project; and</li> <li>3. Specify anticipated future funding using additional Measure B/VRF revenue for the project in subsequent years.</li> </ol> <p>Recipients will report these same projects/expenditures in subsequent Annual Compliance Reports and identify their delivery status (i.e. continuing or close-out).</p>	<p>Alameda CTC will track each project proposed in the Capital Fund Reserve through the Annual Program Compliance Report process to ensure the Recipient is adhering to the Timely Use of Funds Policy of the MPFA.</p> <p>Alameda CTC will monitor Recipient's reported planned expenditures and actual expenditures reported in the past and present Annual Program Compliance Reports.</p> <p>Alameda CTC will evaluate unexpended fund balances.</p>
<p><u>What happens to unexpended balances?</u></p> <ol style="list-style-type: none"> <li>1. Recipients must expend the funds identified for projects as reported within their respective reserve window. <ol style="list-style-type: none"> <li>a. Capital Fund Reserve balances may be forwarded to an outer year of the original reserve window.</li> <li>b. As part of the Program Compliance Report, a written justification is required for unexpended balances.</li> </ol> </li> <li>2. Any funds not expended by the end of third fiscal year immediately following the fiscal year during which the reserve was established will be rescinded, unless a written time extension request is submitted by the recipient and approved by Alameda CTC.</li> </ol>		

### SECTION 3: Measure B/VRF Operations Fund Reserve

#### **Purpose of Operations Fund Reserve**

As part of the Annual Program Compliance Report, jurisdictions may establish an operational reserve of up to 50 percent of annual Measure B/VRF fund revenues in *Table 3 Section 3 Operations Fund Reserve* of the compliance reporting forms.

The Operations Fund Reserve allowed to accounts for fluctuations in revenues, and operational adjustments.

#### **Project Types include:**

- Transit Operations
- Traffic Signal Coordination
- Street Lights Maintenance
- Roadway/Traffic Studies
- Facilities Maintenance
- General Studies

#### **Timely Use of Funds Implementation Policy**

- Alameda CTC will monitor recipient's annual Operations Fund Reserve to ensure it does not exceed 50 percent of the annual Measure B/VRF revenue.
- There are no expenditure requirements for the immediate fiscal year that the reserve was established for. However, in the following fiscal year, recipients must reallocate the reserve balance to a planned project or Capital Fund Reserve project.
  - Once reallocated, any funds not expended by the end of third fiscal year immediately following the fiscal year during which the initial operating reserve was established will be rescinded, unless a written time extension request is submitted by the recipient and approved by Alameda CTC.

<b>Program Compliance Report Table 3</b> <b>Section 3: Operations Fund Reserve</b>		
<b>RESERVE TYPE DESCRIPTION</b>	<b>RECIPIENT'S RESPONSIBILITY</b>	<b>ALAMEDA CTC'S RESPONSIBILITY</b>
Projects and activities included in this section are designed to address operational issues, such as fluctuations in revenues, and to help maintain transportation operations.  The total amount identified may not exceed 50 percent of anticipated annual revenue.  <u>Project Types include:</u> <ul style="list-style-type: none"> <li>- Transit Operations</li> <li>- Traffic Signal Coordination</li> <li>- Street Lights Maintenance</li> <li>- Roadway/Traffic Studies</li> <li>- Facilities Maintenance</li> <li>- General Studies</li> </ul>	Recipients are allowed to program up to 50 percent of anticipated annual revenue for operational projects/programs such as transit operations, traffic operations, streetlight maintenance, etc.  Recipients may also create a reserve item for general operations. Recipients cannot program more than 50 percent of anticipated annual revenue.  Recipients will report these same projects/expenditures in subsequent Annual Compliance Reports and identify their delivery status (i.e. continuing or close-out).	Alameda CTC will review the project list to determine eligibility in the operational reserve.  Alameda CTC will ensure the programmed amount does not exceed 50 percent of anticipated annual revenue.  Alameda CTC will monitor Recipient's reported planned expenditures and actual expenditures reported in the past and present Annual Program Compliance Reports.
<u>What happens to unexpended balances?</u> Unexpended Operational Fund Reserve balance may be reassigned as part of the subsequent Annual Program Compliance Reporting process.		

## SECTION 4: Measure B/VRF Undesignated Fund Reserve

### **Purpose of Undesignated Fund Reserve**

As part of the Annual Program Compliance Report, jurisdictions may establish an undesignated reserve of up to 10 percent of annual Measure B/VRF fund revenues in *Table 3 Section 4 Undesignated Fund Reserve* of the compliance reporting forms.

The Undesignated Fund Reserve accounts for project contingencies or unexpected circumstances.

### **Timely Use of Funds Implementation Policy**

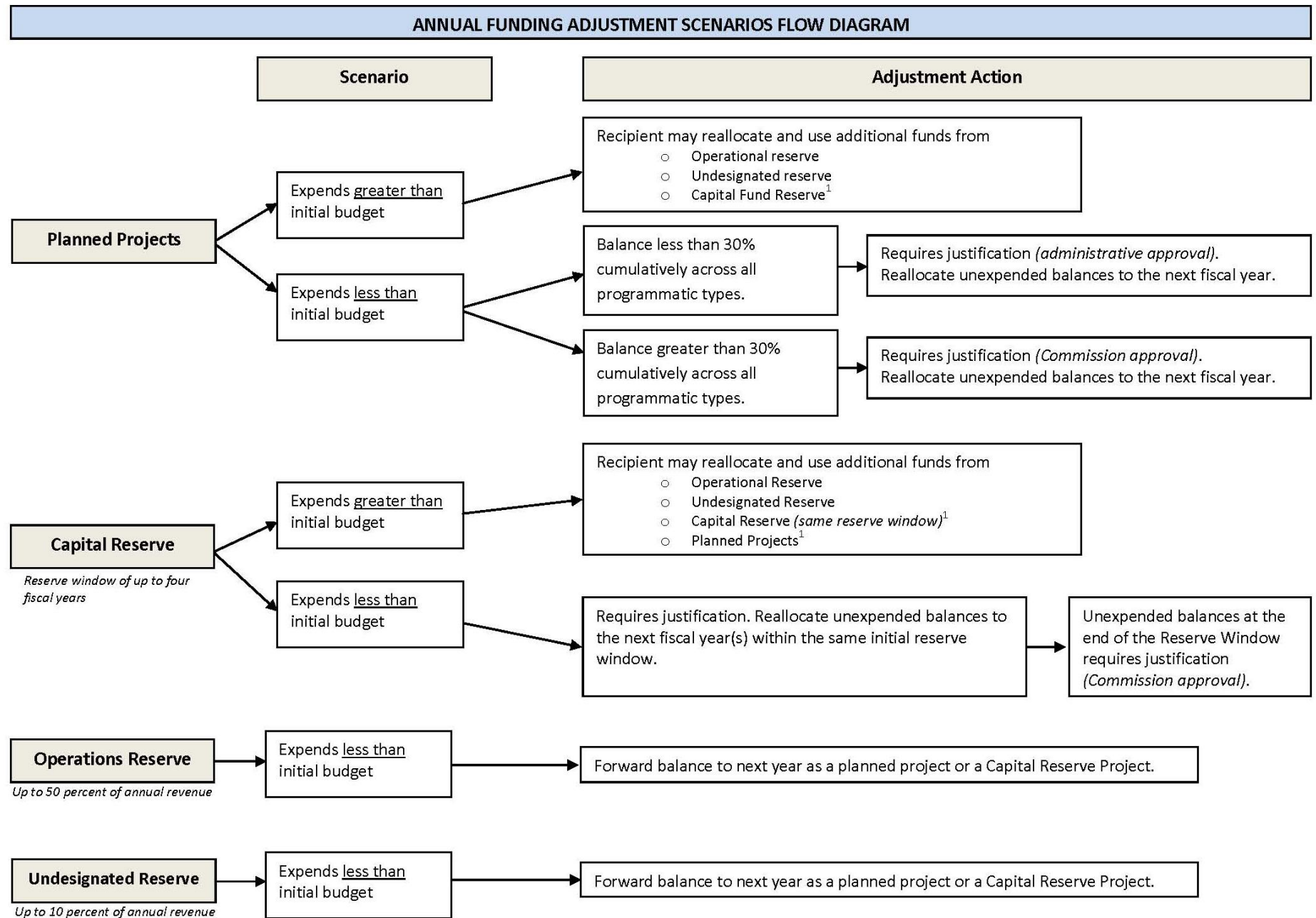
- Alameda CTC will monitor recipient's annual Undesignated Fund Reserve to ensure it does not exceed 10 percent of the annual Measure B/VRF revenues.
- There are no expenditure requirements for the immediate fiscal year that the reserve was established for. However, in the following fiscal year, recipients must reallocate the reserve balance to a planned project or Capital Fund Reserve project.
  - Once reallocated, any funds not expended by the end of third fiscal year immediately following the fiscal year during which the initial undesignated fund reserve was established will be rescinded, unless a written time extension request is submitted by the recipient and approved by Alameda CTC.

Program Compliance Report Table 3 Section 4: Undesignated Fund Reserve		
RESERVE TYPE DESCRIPTION	RECIPIENT'S RESPONSIBILITY	ALAMEDA CTC'S RESPONSIBILITY
<p>Projects included in this section are for unspecified/as-needed transportation activities such as matching funds for grants, project development work, studies for transportation purposes, or contingency funds for a project or program.</p> <p>This fund may not contain more than 10 percent of annual direct local program revenues.</p>	<p>Recipients may establish an undesignated reserve fund for yet to be defined transportation funding needs of up to 10 percent of anticipated annual revenue.</p> <p>Recipients may propose potential uses of undesignated fund reserves in the additional information or status section.</p>	<p>Alameda CTC will ensure the programmed amount does not exceed 10 percent of anticipated annual revenue.</p> <p>Alameda CTC will monitor Recipient's reported planned expenditures and actual expenditures reported in the past and present Annual Program Compliance Reports.</p>
<p><u>What happens to unexpended balances?</u></p> <p>1. Unexpended annual undesignated Fund Reserve balance may be reassigned as part of the subsequent Annual Program Compliance Reporting process.</p>		

## Exhibit B: Annual Funding Adjustment Scenarios

FUND CAT.	SCENARIO	ADJUSTMENT
PLANNED PROJECTS	<b>1. Recipient expends <u>greater than</u> initial budget</b> <ol style="list-style-type: none"> <li>Projects required additional funds</li> <li>Implemented more projects than expected</li> </ol>	<ul style="list-style-type: none"> <li>Recipient may reallocate and use funds from               <ul style="list-style-type: none"> <li>Operational Reserve</li> <li>Undesignated Reserve</li> <li>Capital Fund Reserve<sup>1</sup></li> </ul> </li> </ul>
	<b>2. Recipient expends <u>less than</u> initial budget</b> <ol style="list-style-type: none"> <li>Projects contained project savings or other funding sources acquired</li> <li>Projects were not delivered</li> </ol>	<p><u>Unexpended balance less than 30%</u></p> <ul style="list-style-type: none"> <li>Recipient may reallocate unexpended balances less than 30 percent of overall planned allocation (<i>cumulatively across all programmatic types</i>) to the next fiscal year. Justification is required and reallocation subject to Alameda CTC administrative approval.</li> </ul> <p><u>Unexpended balance greater than 30%</u></p> <ul style="list-style-type: none"> <li>If unexpended amount is greater than 30 percent of overall planned allocation (<i>cumulatively across all programmatic types</i>). Recipient may propose to reallocate balances to the following fiscal year. Justification is required and reallocation is subject to Alameda CTC's Commission approval.</li> </ul>
CAPITAL FUND RESERVE	<b>3. Recipient expends <u>greater than</u> initial budget</b> <ol style="list-style-type: none"> <li>Projects required additional funds</li> <li>Implemented more projects than expected</li> </ol>	<ul style="list-style-type: none"> <li>Recipient may reallocate and use funds from               <ul style="list-style-type: none"> <li>Operational Reserve</li> <li>Undesignated Reserve</li> <li>Capital Reserve (<i>same reserve window</i>)<sup>1</sup></li> <li>Planned Projects<sup>1</sup></li> </ul> </li> </ul>
	<b>4. Recipient expends <u>less than</u> initial budget</b> <ol style="list-style-type: none"> <li>Projects contained project savings or other funding sources acquired</li> <li>Projects were not delivered</li> </ol>	<p><u>Unexpended balances</u></p> <ul style="list-style-type: none"> <li>Recipient may reallocate unexpended balances per project and/or overall planned Capital Fund Reserve allocation to the next fiscal year(s) within the same reserve window.               <ul style="list-style-type: none"> <li>Justification statements are required for fund balances and proposed reallocations.</li> </ul> </li> <li>Funds must remain within the same initial Capital Fund Reserve window.</li> <li>Unexpended balances at the end of the four fiscal year reserve window may be subject to rescission.</li> </ul>
OPERATIONS FUND RESERVE	<b>5. Recipient expends <u>less than</u> initial budget</b>	<ul style="list-style-type: none"> <li>Operations Reserve balance to be forwarded to following fiscal year as a planned project or a Capital Reserve Project.</li> </ul>
UNDESIGNATED FUND RESERVE	<b>6. Recipient expends <u>less than</u> initial budget</b>	<ul style="list-style-type: none"> <li>Undesignated Fund Reserve balance to be forwarded to following fiscal year as a planned project or a Capital Reserve Project.</li> </ul>

Notes: 1. Drawing funds from the "Planned" or "Capital Fund" fund sources should be considered after exhausting other Fund Reserves. If drawing funds from the "Planned Projects" or "Capital Fund Reserve" project(s), recipient must disclose the impact of removing funds for the project(s), and alternative funding to fulfill the original project funding plan.



**Notes:** 1. Drawing funds from the "Planned" or "Capital Fund" fund sources should be considered after exhausting other Fund Reserves. If drawing funds from the "Planned Projects" or "Capital Fund Reserve" project(s), recipient must disclose the impact of removing funds for the project(s), and alternative funding to fulfill the original project funding plan.

## **“BASELINE” IMPLEMENTATION PLANS AND FUND RESERVES**

The Timely Use of Funds policy dictates that Measure B and VRF funds must be expended expeditiously and within specified time periods as outlined for each of the reserve categories.

As such, recipients are required to submit an Annual Program Compliance Report on December 31<sup>st</sup>. This submitted report will be reviewed by Alameda CTC staff, the Citizens Watchdog Committee, and posted on the Alameda CTC’s website. Recipients may be requested to clarify reporting data and project implementation plans. Thus, recipients may be asked to modify their Annual Program Compliance Report submittal. By mid-March, recipients’ may submit revisions to the Annual Program Compliance Reports, if necessary. Revision must include information on the delivery status of planned projects and programs, and reasons for changes. These reports establish a baseline implementation plan used for evaluation to subsequent compliance reports.

The finalized (*executed*) reported information provided in the Annual Program Compliance Report’s Table 3 will be used to evaluate the recipient’s adherence to the Timely Use of Funds policy as described in the MPFA. Information reported in the Annual Program Compliance Report’s Table 3 will be evaluated against the subsequent year’s reported expenditure information to determine compliance with the Timely Use of Funds policy.

## **AMENDMENT REQUESTS**

**Alameda CTC will consider the following amendment requests:**

1. Reallocation of unexpended annual balances of Planned Projects or Capital Fund Reserve at the Timely Use of Funds milestone.
  - a. Annual balances less than 30 percent (*cumulatively across all programmatic types*) are subject to administrative approval, and
  - b. Annual balances greater than 30 percent (*cumulatively across all programmatic types*) are subject to Commission approval.
2. Revision to projects identified in the Capital Fund Reserve including scope, project lists, and dollars.

### Administrative Amendment Procedure

1. Recipients must justify and propose balance reallocations within the Annual Compliance Report for balances less than 30 percent of overall planned project sections (*cumulatively across all programmatic types*) or for amendments within the Capital Fund Reserve.
2. Alameda CTC will review the requests through the compliance reporting process and may request additional information, if required, prior to its determination of the request.

### Formal Amendment Procedure

1. Recipients must submit a written request for a time extension and reallocation of balances greater than 30 percent of overall planned project sections (*cumulatively across all programmatic types*) to Alameda CTC or unexpended funds at the end of the Capital Fund Reserve period.
2. Alameda CTC staff will evaluate the eligibility of time extension request and will prepare the staff report to Alameda CTC Commission.
3. Alameda CTC Commission approval is required for a formal amendment.
4. Alameda CTC staff will notify recipient of the Commission’s action in writing.



# Memorandum

6.8

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**DATE:** June 19, 2014

**SUBJECT:** FY 2014-15 Measure B Paratransit Program and Overview

**RECOMMENDATION:** (1) Receive an update on Measure B Paratransit Program, and  
(2) Approve FY 2014-15 Measure B Paratransit Funding and Program Plans

## Summary

The 2000 Transportation Expenditure Plan (TEP) allocates 10.45 percent of net revenues to special transportation for seniors and people with disabilities. These revenues fund operations for Americans with Disabilities Act (ADA)-mandated services and city-based paratransit programs. The revenues also fund gap services which are programs designed to reduce the difference in special transportation services available to individuals in different geographic areas of Alameda County. Each year, agencies that receive Measure B direct local program distribution (pass-through) funds for paratransit programs are required to submit a program plan and budget of the services to be provided for the forthcoming fiscal year. The Alameda CTC's Paratransit Advisory and Planning Committee (PAPCO) reviews these plans and provides a recommendation to the Commission. PAPCO encourages coordinated and cost-effective services and consumer input. In January 2014, Measure B funding for paratransit services was estimated to be \$10.3 million for FY 2014-15. A summary of the PAPCO-recommended program plans is provided as Attachment A.

## Background

The Measure B half-cent transportation sales tax was initially approved by Alameda County voters in 1986 and was reauthorized in 2000. Collections of the reauthorized sales tax began in April 2002 and will continue through March 2022. Each year, the Alameda CTC allocates approximately 60 percent of the net sales tax revenues to fund programs, services and projects in Alameda County to improve local streets and roads, bicycle and pedestrian access, mass transit and special transportation services for seniors and people with disabilities (i.e. Paratransit). On a monthly basis, the Alameda CTC distributes most of these revenues directly to 20 local agencies/jurisdictions per the 2000 Transportation Expenditure Plan (TEP).

The 2000 TEP allocates 10.45 percent of net revenues to special transportation services for seniors and people with disabilities. The goal of this program is to ensure that seniors and people with disabilities in Alameda County are able to meet their daily needs and maintain a



high quality of life through accessible transportation options. The program accomplishes this by funding operations for ADA-mandated Paratransit services and for city-based paratransit programs which provide a range of services including pre-scheduled trips, same-day trips, wheelchair-accessible trips, travel training, and other services for uniquely vulnerable populations. These revenues also fund gap services. Programs such as these are an increasingly important component of the transportation system as the senior population in Alameda County continues to grow.

PAPCO is responsible for providing recommendations to the Commission related to funding for special transportation for seniors and people with disabilities. PAPCO does not dictate individual paratransit programs, but rather encourages the best overall service in the County through coordination among operators, focusing on cost effectiveness, ensuring consumer involvement, and offering their own experiences for making programs more responsive to consumer needs. Each year, agencies that receive Measure B direct local program distribution (pass-through) funds for paratransit programs are provided with an estimate of annual Measure B revenue and are required to submit a program plan and budget for consideration for the forthcoming fiscal year.

As of January 2014, the Measure B revenue for paratransit was estimated to be \$10.3 million for FY 2014-15. The services that are provided through the recommended programs include ADA-mandated paratransit and city-based programs. A summary of the PAPCO-recommended program is provided in Attachment A.

### **ADA-Mandated Service**

ADA-mandated programs exist due to the 1990 federal Americans with Disabilities Act, which mandates that all public transit systems make their services fully accessible to all people, including those who, due to a disability, cannot board and/or ride regular buses and trains. Individuals who wish to use ADA-mandated paratransit in their area are required to complete an application and, in some cases, an interview to determine their eligibility. Public transit systems are required by federal law to provide ADA-mandated services that are comparable to regular bus and transit services. Paratransit services must be provided to individuals who travel within a 3/4 mile radius of a regular bus or rail route during the days and hours that those regular services are offered. Other requirements of the ADA-mandated services are:

- Next-day service must be provided;
- Fares cannot be more than twice the standard adult fixed route fare;
- The provider must accept requests for all types of trips (e.g., medical, errands, recreational) without prioritization;
- Service must be provided during the same hours as regular transit services; and
- The provider cannot show a pattern or practice of denials.

The provision of ADA Paratransit service is, by nature, more complex than fixed route transit as ADA providers cannot rely on fixed schedules or routes. Each day, ADA providers have to

develop new route maps and schedules to meet the demand for door-to-door trips. While it is a priority for ADA providers to minimize customer delays and maximize productivity, it is difficult to avoid consumer waits and some circuitous routing.

### ***ADA-Mandated Service in Alameda County***

In Alameda County, there are three ADA-mandated programs provided by East Bay Paratransit (EBP), LAVTA and Union City Transit. For the Measure B ADA-mandated paratransit program, 5.63 percent of annual net Measure B revenues are distributed, as prescribed in the 2000 TEP, to AC Transit and BART. These two agencies have partnered to form the East Bay Paratransit Consortium (EBPC), one of the larger ADA operators in the region, to more efficiently provide federally-mandated ADA service in their overlapping service areas.

ADA service is more costly to operate than the local city-based paratransit programs because it is bound by requirements that increase the costs, such as:

- ADA-mandated providers must meet all demand for service – a trip cannot be prioritized over another trip nor can it be refused for any eligible rider during the hours and areas of operation;
- ADA-mandated service must be offered during the same time and locations that standard transit service is in operation within the ADA service area; and
- ADA drivers must receive federally-mandated driver training to ensure they follow all policies and procedures and are able to proficiently use accessibility equipment (ADA operators undergo periodic review by the FTA; if deficiencies are found, it can have serious legal consequences for the provider).

### ***Service Design***

The EBPC works to deliver service in a cost-efficient manner and employs scheduling software and vehicle GPS to facilitate efficiencies. AC Transit and BART report that there are no duplicative efforts or costs, with regards to administration. The two agencies cooperatively manage EBPC, and the Boards of each have divided major roles between the agencies. AC Transit and BART are ultimately responsible for compliance with the law. The Boards are regularly updated on performance of EBPC and make all policy decisions.

The EBP service design has been approved by the Boards of both AC Transit and BART and utilizes a “brokerage model” through which the prime contractor provides centralized scheduling and dispatch services and sub-contracts the vehicle and trip provision. The brokerage model is a common structure for the delivery of ADA paratransit service, and EBPC has determined that it is a cost effective delivery method. The current prime contractor for EBP services is Veolia Transportation, selected through a competitive procurement process in 2013.

In January 2014, AC Transit and BART received an estimate of a total of \$6.4 million of Measure B funds in FY 2014-15 to support ADA-mandated service. This is approximately 18 percent of the total FY 2014-15 EBP budget of \$36.5 million. Less than 1 percent of this total is budgeted for EBPC management and overhead. EBP's plan projects a total of 710,000 trips during this period, which would result in a cost of about \$51 per trip. For reference, Attachment B shows the total costs, total Measure B contribution, number of planned trips and average cost per trip for the various ADA-mandated and non-mandated trip provision services included in Measure B paratransit programs for FY 2014-15.

#### Performance Indicators and Service Review

EBP currently has 18,000 registered clients and averages approximately 1,945 trips per day. EBP operates the same days and hours and in the same areas as AC Transit and BART service with an on-time performance currently at 91 percent. EBP has high productivity compared to its peers (e.g. Los Angeles, Seattle, Dallas) - the current average number of passengers per revenue vehicle hour is 1.74 with an average trip duration of 40 minutes and average trip length of over 10 miles. For FY 2014-15, in addition to trip provision, service highlights will include the completion of EBP's office move which will provide an improved location and facility for in-person client interviews, completion of a new and improved Emergency Operations Plan and the implementation of a new Interactive Voice Response (IVR) system, providing clients with an automated courtesy call five minutes prior to the arrival of their paratransit ride that will support more efficient service.

The EBPC structure includes two service review committees: (1) the Service Review Advisory Committee (SRAC), to advise the AC Transit and BART Boards and staff on EBPC services, composed of EBPC consumers, representatives from city-based paratransit programs and social services/non-profit representatives, and (2) the Service Review Committee (SRC), composed of the General Managers (or designees) of both AC Transit and BART. EBPC also conducts an annual passenger survey and in 2013, 88% rated their surveyed trip as excellent or good.

#### ***Non-mandated Services in Alameda County***

Ten cities in Alameda County have city-based paratransit programs. Each city with a paratransit program has designed their program to meet the needs of consumers in their local jurisdiction. The major differences between the city-based non-mandated and ADA-mandated programs, aside from the absence of federally-regulated service requirements, is that they also provide transportation services to seniors rather than exclusively to those with disabilities. Also, they are able to offer a range of different types of services, including accessible door-to-door, shuttles and group trips, taxi, and volunteer driver services. Through efforts such as standardized Measure B Implementation Guidelines and the 2011 Coordination and Mobility Management Planning (CMMP) efforts these eligible program components are designed to expand and enhance available services, rather than duplicate existing ADA services.

Most city-based programs have incorporated mobility management concepts and practices into their services to improve efficiency and customers' ability to access services. Mobility management is a comprehensive approach to transportation that is focused on individual customer travel needs rather than a "one size fits all" solution. Mobility Management improves awareness of transportation options and reduces customer confusion, expands travel options and access for consumers, and provides more cost-effective and efficient services through improved coordination and partnerships. Examples of mobility management strategies include travel training and individualized transportation information and trip planning services.

### Funding Formula

For the Measure B non-mandated city-based paratransit programs, 3.39 percent of annual net Measure B revenues are distributed through a Commission-approved funding formula (Attachment C) to 12 programs, two of which, Union City Transit and Livermore-Amador Valley Transit Authority (LAVTA), provide ADA-mandated service. Per the 2000 TEP, the 3.39 percent of net revenue is distributed to the planning areas as follows:

- North County = 1.24%
- Central County = 0.88%
- South County = 1.06%
- East County = 0.21%

Funds from each planning area may not be transferred into another area. In the 2000 TEP, PAPCO is tasked with development of the funding formula to distribute Measure B direct local distribution funds for non-mandated paratransit services to the cities within each planning area. PAPCO reviews the funding formula annually and any recommended revisions are forwarded to the Commission for approval. The funding formula was last approved by the Commission in 2012 and includes the following factors:

- Seniors age 70-79 (*Census 2010*)
- Seniors age 80+ weighted at 1.5 (*Census 2010*)
- Low-income households earning less than or equal to 30 percent of Area Median Income (*American Community Survey*)

Based on the unavailability of reliable data relating to disability, the age-based statistics are weighted to act as a proxy for disability.

### **Competitive Gap Grant Program**

The 2000 Measure B TEP also designates 1.43 percent of net revenues for "Coordination/Gaps in Service" and the distribution of these funds is recommended by PAPCO. These discretionary grant funds are available to both public agencies and eligible non-profits to improve coordination, fill gaps and reduce differences in services that might exist based on

geographic residence of individuals needing services. The next Gap Grant call for projects is scheduled for spring 2015. To date approximately \$14 million of paratransit Measure B Gap Grant funds have been awarded to over 70 transportation projects and programs for seniors and people with disabilities in Alameda County. Priority projects and programs for Gap funding include implementing a range of services (e.g. shuttles and volunteer driver programs), filling 'emergency' gaps (e.g., Wheelchair Scooter Breakdown Transportation Service and Hospital Discharge Transportation Service), maximizing the use of accessible fixed-route transit (e.g. travel training), and expanding community education and information (e.g. the Access Alameda guide, Paratransit Hotline, "one call/one click" resources for consumers such as 211, and outreach events).

### ***Implementation Guidelines***

The Implementation Guidelines for the Special Transportation Program for Seniors and People with Disabilities (Attachment D) provide the eligibility requirements for services that can be funded with Measure B paratransit funds. For most types of service, the Guidelines include both cost per trip and fare limitations to ensure programs remain cost-effective and affordable to the consumer. The Guidelines are part of the Alameda CTC's Master Program Funding Agreement (MPFA). All ADA-mandated paratransit services, city-based non-mandated programs, and gap grant projects funded with Measure B revenues must be in compliance with these guidelines. The guidelines are reviewed annually by PAPCO and the Paratransit Technical Advisory Committee (ParaTAC), and any proposed amendments are forwarded to the Commission for consideration.

### ***Paratransit Advisory and Planning Committee (PAPCO)***

PAPCO comprises 23 members appointed by Alameda CTC Commissioners and also serves as the Paratransit Coordinating Council for Alameda County. PAPCO allows for a distinct consumer forum for paratransit issues because all members are consumers of paratransit or accessible transportation and county Paratransit Coordinating Councils are typically composed of both consumers and providers. PAPCO meets the 4th Monday of most months and is an active committee, having reached quorum for every meeting since 2008. PAPCO makes recommendations to the Commission on the funding formula for city-based ADA-mandated and non-mandated programs, and Gap Grant funding. PAPCO maintains a number of standing and ad hoc subcommittees to help complete this work, including Fiduciary Training and Finance, Funding Formula, Program Plan Review, Gap Grant Review, 5310 Scoring and Bylaws. The Committee has also placed a large emphasis on outreach and, per its Bylaws, requires every member to participate in at least one outreach activity annually.

PAPCO is also supported by the Paratransit TAC, which is composed of staff representatives from the cities and transit agencies that receive Measure B paratransit funds. ParaTAC meets periodically through the year and also meets jointly with PAPCO on a quarterly basis.

## ***Information and Outreach***

PAPCO's annual work plan includes an emphasis on information and outreach, to inform County residents of the different options in transportation for seniors and people with disabilities. The primary publication and reference is the Access Alameda guide, a transportation services resource for seniors and people with disabilities in Alameda County, which provides detailed service and contact information for the ADA and city-based programs. An online version of the current Access Alameda guide can be found at [www.accessalameda.org](http://www.accessalameda.org). This publication is the most popular information item at outreach events, with 4,000 estimated to be distributed during FY 2014-15. Both the print and online versions of the guide are currently being updated to reflect up-to-date information, including volunteer driver programs, 211 and other mobility management/travel training resources. The Alameda CTC also maintains a Paratransit Hotline: 1 (866) 901-PARA (7272) to answer questions about the variety of options.

In addition to ongoing community outreach efforts, PAPCO and the Alameda CTC sponsor an annual "Senior and Disabled Mobility Workshop". The Workshop has become a regional event, with local and national speakers sharing ideas and approaches related to key issues, trends and needs. Attendees include consumers, advocates, public agency and non-profit staff, and elected officials. The next Mobility Workshop is scheduled for October 17, 2014.

**Fiscal Impact:** There is no fiscal impact. This item provides further definition of the services to be provided with Measure B Paratransit direct local program distribution funding, which is included in the budget for FY 2014-15.

### **Attachments:**

- A. FY 2014-15 Paratransit Funding and Program Plans Summary
- B. FY 2014-15 Summary by Service Type
- C. Paratransit Funding Formula
- D. Paratransit Implementation Guidelines

### **Staff Contacts**

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Summary of FY 2014-15 Paratransit Program Plans and PAPCO Recommendations						
Program	Estimated Measure B Paratransit Funding <sup>1</sup>	Other Funding <sup>2</sup>	Estimated Total Program Cost	Planned Trips	Program Components	PAPCO Recommendation
Alameda	\$158,549	\$84,330	\$242,879	9,300	Taxi, Shuttle, Group Trips, Scholarship	Approval
Albany	\$31,710	\$21,800	\$53,510	4,500	Taxi, Group Trips	Approval
Berkeley	\$257,395	\$316,500	\$595,800	19,210	Taxi, Specialized Van, Group Trips, Door-to-Door, Scholarship	Approval
Emeryville	\$23,073	\$378,435	\$401,508	10,650	Taxi, Door-to-Door, Group Trips, Scholarship, Meal Delivery	Approval
Fremont	\$780,003	\$532,128	\$1,312,131	24,775	Door-to-Door, Group Trips, Taxi, MM/Travel Training, Volunteer Driver, Meal Delivery	Approval
Hayward	\$722,046	\$135,000	\$907,500	27,200	Door-to-Door, Group Trips, Taxi, MM/Travel Training, Specialized Van, Meal Delivery	Approval
Newark	\$155,346	\$8,000	\$152,000	4,200	See Fremont	Approval
Oakland	\$942,497	\$161,647	\$1,104,144	29,500	Taxi, Specialized Van, Door-to-Door	Approval
Pleasanton	\$93,402	\$507,796	\$601,198	12,500	Door-to-Door, Shuttle	Approval

Summary of FY 2014-15 Paratransit Program Plans and PAPCO Recommendations						
Program	Estimated Measure B Paratransit Funding <sup>1</sup>	Other Funding <sup>2</sup>	Estimated Total Program Cost	Planned Trips	Program Components	PAPCO Recommendation
San Leandro	\$280,887	\$28,130	\$309,007	18,440	Shuttle, Taxi	Approval
LAVTA	\$145,934	\$1,419,573	\$1,565,507	45,800	ADA Paratransit, Taxi	Conditional Approval: quarterly reports
Union City	\$272,721	\$609,948	\$882,669	21,000	ADA Paratransit, Taxi, MM/Travel Training, Volunteer Driver	Approval
EBP-AC Transit	\$4,718,346	\$20,328,607	\$25,046,953	710,000	ADA Paratransit	Approval
EBP-BART	\$1,698,149	\$9,763,025	\$11,461,174			
TOTAL	\$10,280,058	\$34,294,919	\$44,635,980	937,075		

**Notes:**

1. Amount based on FY 2014-15 revenue estimate as of January 2014.
2. Other funding includes Measure B reserves and Gap grants, fare revenue, general fund, etc.

Summary of FY 2014-15 Paratransit Program Plans by Program Component/Service				
Service Type and Description	Total Cost	Total Measure B <sup>1</sup>	Total Trips	Cost per Trip
<b>ADA-mandated Paratransit Service (East Bay Paratransit, LAVTA and Union City)</b>				
<ul style="list-style-type: none"> <li>- Federally-mandated curb-to-curb service</li> <li>- Pre-scheduled</li> <li>- For people with disabilities who are unable to ride fixed-route transit</li> </ul>	\$38,932,969	\$6,835,150	775,300	\$50.22
<b>City-based Door-to-Door Service</b>				
<ul style="list-style-type: none"> <li>- Non-mandated door-to-door service</li> <li>- Pre-scheduled</li> <li>- For people with disabilities who are unable to ride fixed-route transit and seniors.</li> </ul>	\$2,093,894	\$1,069,502	49,900	\$41.96
<b>City-based Taxi Service</b>				
<ul style="list-style-type: none"> <li>- Non-mandated taxi service</li> <li>- Same day</li> <li>- Some programs provide accessible vehicles</li> <li>- For people with disabilities and seniors</li> </ul>	\$1,196,732	\$780,800	33,715	\$35.50
<b>City-based Group Trips</b>				
<ul style="list-style-type: none"> <li>- Non-mandated group trips to a common destination</li> <li>- Pre-scheduled round trips</li> <li>- Some programs use accessible vehicles</li> <li>- For people with disabilities and seniors</li> </ul>	\$875,151	\$206,657	24,460	\$35.78
<b>City-based Specialized Van Service</b>				
<ul style="list-style-type: none"> <li>- Non-mandated accessible vehicle service (lift- or ramp-equipped)</li> <li>- Pre-scheduled and same day service</li> <li>- Fills special need unmet by other programs (e.g. taxi programs without ramp taxis)</li> <li>- For people with disabilities and seniors</li> </ul>	\$885,093	\$555,300	27,700	\$31.95
<b>City-based Shuttle Service</b>				
<ul style="list-style-type: none"> <li>- Non-mandated fixed schedule shuttle service</li> <li>- May include flexible routes</li> <li>- For seniors and people with disabilities</li> </ul>	\$553,047	\$375,472	26,000	\$21.27
<b>Total</b>	<b>\$44,536,886</b>	<b>\$9,822,881</b>	<b>937,075</b>	

## Notes:

1. Total Measure B includes both FY 2014-15 Paratransit Direct Local Distribution funds, Measure B Reserves, and awarded Paratransit Gap Grant funds.

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**PARATRANSIT FUNDING FORMULA, FY 2014-15**

Planning Area	% of Planning Area Total
Alameda	11.22%
Albany	2.24%
Berkeley	18.21%
Emeryville	1.63%
<i>Oakland</i>	
<i>Piedmont</i>	
Oakland TOTAL	66.69%
NORTH COUNTY	100%
<i>Hayward</i>	
<i>Ashland</i>	
<i>Cherryland</i>	
<i>Castro Valley</i>	
<i>Fairview</i>	
<i>San Lorenzo</i>	
Hayward TOTAL	71.99%
San Leandro	28.01%
CENTRAL COUNTY	100%
Fremont	64.57%
Newark	12.86%
Union City	22.58%
SOUTH COUNTY	100%
<i>Sunol</i>	
<i>Pleasanton</i>	
Pleasanton TOTAL	39.03%
<i>Dublin</i>	
<i>Livermore</i>	
LAVTA TOTAL	60.97%
EAST COUNTY	100%

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## Implementation Guidelines – Special Transportation for Seniors and People with Disabilities Program

These guidelines lay out the service types that are eligible to be funded with Alameda County Measure B and Vehicle Registration Fee (VRF) revenues under the Special Transportation for Seniors and People with Disabilities Program (Paratransit). All programs funded partially or in their entirety through Measure B or the VRF, including ADA-mandated paratransit services, city-based non-mandated programs, and discretionary grant funded projects, must abide by the following requirements for each type of paratransit service. Programs must be in full compliance with these guidelines by the end of fiscal year 2012-2013.

Fund recipients are able to select which of these service types is most appropriate in their community to meet the needs of seniors and people with disabilities. Overall, all programs should be designed to enhance quality of life for seniors and people with disabilities by offering accessible, affordable, and convenient transportation options to reach major medical facilities, grocery stores and other important travel destinations to meet life needs.

The chart below summarizes the eligible service types and their basic customer experience parameters; this is followed by more detailed descriptions of each.

Service	Timing	Accessibility	Origins/ Destinations	Eligible Population
<b>ADA Paratransit</b>	Pre-scheduled	Accessible	Origin-to-Destination	People with disabilities unable to ride fixed route transit
<b>Door-to-Door Service</b>	Pre-scheduled	Accessible	Origin-to-Destination	People with disabilities unable to ride fixed route transit and seniors
<b>Taxi Subsidy</b>	Same Day	Varies	Origin-to-Destination	Seniors and people with disabilities
<b>Specialized Van</b>	Pre-scheduled & Same Day	Accessible	Origin-to-Destination	People with disabilities using mobility devices that require lift- or ramp-equipped vehicles
<b>Accessible Shuttles</b>	Fixed Schedule	Accessible	Fixed or Flexed Route	Seniors and people with disabilities
<b>Group Trips</b>	Pre-scheduled	Varies	Round Trip Origin-to-Destination	Seniors and people with disabilities
<b>Volunteer Drivers</b>	Pre-scheduled	Generally Not Accessible	Origin-to-Destination	Vulnerable populations with special needs, e.g. requiring door-through-door service or escort

Mobility Management and/or Travel Training	N/A	N/A	N/A	Seniors and people with disabilities
Scholarship/Subsidized Fare Programs	N/A	N/A	N/A	Seniors and people with disabilities

**Note on ADA Mandated Paratransit.** Programs mandated by the American's with Disabilities Act are implemented and administered according to federal guidelines that may supersede these guidelines; however all ADA-mandated programs funded through Measure B or the VRF are subject to the terms of the Master Programs Funding Agreement.

**Interim Service for Consumers Awaiting ADA Certification:** At the request of a health care provider, or ADA provider, city-based programs must provide interim service through the programs listed below to consumers awaiting ADA certification. Service must be provided within three business days of receipt of application.



City-based Door-to-Door Service Guidelines	
Service Description	<p>City-based door-to-door services provide pre-scheduled, accessible, door-to-door trips. Some programs allow same day reservations on a space-available basis. They provide a similar level of service to mandated ADA services. These services are designed to fill gaps that are not met by ADA-mandated providers and/or relieve ADA-mandated providers of some trips.</p> <p>This service type does not include taxi subsidies which are discussed below.</p>
Eligible Population	<p>People 18 and above with disabilities who are unable to use fixed route services or Seniors 80 years or older without proof of a disability.</p> <p>Cities may provide services to consumers who are younger than age 80, but not younger than 70 years old.</p> <p><i>Cities may offer "grandfathered" eligibility to program registrants below 70 years old who have used the program regularly in the prior fiscal year as long as it does not impinge on the City's ability to meet the Implementation Guidelines.</i></p> <p><i>Program sponsors may use ADA eligibility, as established by ADA-mandated providers (incl. East Bay Paratransit, LAVTA, Union City Transit), as proof of disability.</i></p>
Time & Days of Service	<p>At a minimum, service must be available five days per week between the hours of 8 am and 5 pm (excluding holidays).</p> <p>At a minimum, programs should accept reservations between the hours of 8 am and 5 pm Monday – Friday.</p>
Fare (Cost to Customer)	<p>Fares for pre-scheduled service should not exceed local ADA paratransit fares, but can be lower, and can be equated to distance. Higher fares can be charged for "premium" same-day service.</p>
Other	<p>Door-to-Door programs must demonstrate that they are providing trips at an equal or lower cost than the ADA-mandated provider on a cost per trip and cost per hour basis.</p> <p>Programs cannot impose limitations based on trip purpose, but can impose per person trip limits to control program resources.</p>

Taxi Subsidy Service Guidelines	
Service Description	<p>Taxis provide curb-to-curb service that can be scheduled on a same-day basis. They charge riders on a distance/time basis using a meter. Taxi subsidy programs allow eligible consumers to use taxis at a reduced fare by reimbursing consumers a percentage of the fare or by providing some fare medium, e.g. scrip or vouchers, which can be used to cover a portion of the fare. These programs are intended for situations when consumers cannot make their trip on a pre-scheduled basis. This is meant to be a “premium” safety net service, not a routine service to be used on a daily basis.</p> <p>The availability of accessible taxi cabs varies by geographical area, but programs should expand availability of accessible taxi cabs where possible.</p>
Eligible Population	<p>People 18 and above with disabilities who are unable to use fixed route services or Seniors 80 years or older without proof of a disability.</p> <p>Cities may provide services to consumers who are younger than age 80, but not younger than 70 years old.</p> <p><i>Cities may offer “grandfathered” eligibility to program registrants below 70 years old who have used the program regularly in the prior fiscal year as long as it does not impinge on the City’s ability to meet the Implementation Guidelines.</i></p> <p><i>Program sponsors may use ADA eligibility, as established by ADA-mandated providers (incl. East Bay Paratransit, LAVTA, Union City Transit), as proof of disability.</i></p>
Time & Days of Service	24 hours per day/7 days per week
Fare (Cost to Customer)	<p>At a minimum, programs must subsidize 50% of the taxi fare.</p> <p>Programs can impose a cap on total subsidy per person. This can be accomplished through a maximum subsidy per trip, a limit on the number of vouchers/scrip (or other fare medium) per person, and/or a total subsidy per person per year.</p>

City-based Specialized Van Service	
Service Description	<p>Specialized van service provides accessible, door-to-door trips on a pre-scheduled or same-day basis. These services are generally implemented as a supplement to a program that does not meet critical needs for particular trips in accessible vehicles in certain communities. Examples of unmet needs might be a taxi program without accessible vehicles or medical trips for riders too frail to take a shuttle, or outside of the ADA-mandated service area.</p> <p>These programs make use of fare mediums such as scrip and vouchers to allow consumers to pay for rides.</p>
Eligible Population	At discretion of program sponsor with local consumer input.
Time & Days of Service	At discretion of program sponsor with local consumer input.
Fare (Cost to Customer)	At discretion of program sponsor with local consumer input.
Other	Specialized van programs should provide trips at an equal or lower cost than the ADA-mandated provider on a cost per trip and cost per hour basis.

City Accessible Shuttle Service Guidelines	
Service Description	<p>Shuttles are accessible vehicles that operate on a fixed, deviated, or flex-fixed route and schedule. They serve common trip origins and destinations visited by eligible consumers. Common trip origins and destinations are: senior centers, medical facilities, grocery stores, BART stations, other transit stations, community centers, commercial districts, and post offices.</p> <p>Shuttles should be designed to supplement existing fixed route transit services. Routes should not necessarily be designed for fast travel, but to get as close as possible to destinations of interest, often going into parking lots or up to the front entrance of a senior living facility. Shuttles allow for more flexibility than pre-scheduled paratransit service, and are more likely to serve active seniors who do not drive and are not ADA paratransit registrants.</p>
Eligible Population	Shuttles should be designed to appeal to older people, but can be made open to the general public.
Time and Days of Service	At discretion of program sponsor with local consumer input.
Fare (Cost to Customer)	Fares should not exceed local ADA paratransit fares, but can be lower, and can be equated to distance.
Cost of Service	By end of FY12/13, the cost per one-way person trip must be \$20 or lower, including transportation and direct administrative costs.
Other	<p>Shuttles are required to coordinate with the local fixed route transit provider. Shuttle routes and schedules should be designed with input from the senior and disabled communities and any new shuttle plan must be submitted to the Alameda CTC for review prior to requesting funding to ensure effective design.</p> <p>Deviations and flag stops are permitted at discretion of program sponsor.</p>

Group Trips Service Guidelines	
Service Description	<p>Group trips are round-trip rides for pre-planned outings or to attend specific events or go to specific destinations for fixed amounts of time, e.g. shopping trips, sporting events, or community health fairs. Trips usually originate from a senior center or housing facility and are generally provided in accessible vans and other vehicle types or combinations thereof. These trips are specifically designed to serve the needs of seniors and people with disabilities.</p>
Eligible Population	At discretion of program sponsor.
Time and Days of Service	Group trips must begin and end on the same day.
Fare (Cost to Customer)	At discretion of program sponsor.
Other	Programs can impose mileage limitations to control program costs.

<b>Volunteer Driver Service Guidelines</b>	
Service Description	<p>Volunteer driver services are pre-scheduled, door-through-door services that are generally not accessible. These programs rely on volunteers to drive eligible consumers for critical trip needs, such as medical trips. This service type meets a key mobility gap by serving door-through-door trips for more vulnerable populations. This is a complementary gap-filling service.</p> <p>Volunteer driver programs may also have an escort component where volunteers accompany consumers, who are unable to travel in a private vehicle, on ADA trips.</p>
Eligible Population	At discretion of program sponsor.
Time and Days of Service	At discretion of program sponsor.
Fare (Cost to Customer)	At discretion of program sponsor.
Other	Program sponsors can use Measure B funds to pay for volunteer mileage reimbursement purposes or an equivalent financial incentive for volunteers and/or administrative purposes.

<b>Mobility Management and/or Travel Training Service Guidelines</b>	
Service Description	<p>Mobility management and/or travel training play an important role in ensuring that people use the "right" service for each trip, e.g. using EBP from Fremont to Berkeley for an event, using a taxi voucher for a same-day semi-emergency doctor visit, and requesting help from a volunteer driver or group trips service for grocery shopping. Mobility management covers a wide range of activities, such as travel training, escorted companion services, coordinated services, trip planning, and brokerage.</p>
Eligible Population	At discretion of program sponsor.
Time and Days of Service	At discretion of program sponsor.
Fare (Cost to Customer)	N/A
Other	<p>Programs must specify a well-defined set of activities that will be undertaken in a mobility management or travel training program.</p> <p>The mobility management plan or travel training program must be submitted to the Alameda CTC for review prior to requesting funding to ensure effective design.</p>

<b>Scholarship/Subsidized Fare Program Guidelines</b>	
Service Description	Scholarship or Subsidized Fare Programs can subsidize any service for customers who are low-income and can demonstrate financial need.
Eligible Population	Subsidies can be offered to low-income consumers with demonstrated financial need; these consumers must also meet the eligibility requirements of the service for which the subsidy is being offered. Low income should be considered 30% AMI (area median income) or lower.
Time and Days of Service	N/A
Fare (Cost to Customer)	N/A
Other	Program sponsors must describe how financial means testing will be undertaken. If program sponsors include subsidized East Bay Paratransit (EBP) tickets in this program, no more than 3% of their direct local program distribution funds, or discretionary funds, may be used for these tickets. Programs may use other funds to purchase these tickets in excess of the 3% direct local program distributions funds or discretionary funds.

<b>Meal Delivery Service Guidelines</b>	
Service Description	Meal Delivery Programs deliver meals to the homes of individuals who are transportation disadvantaged. Although this provides access to life sustaining needs for seniors and people with disabilities, it is not a direct transportation expense.
Eligible Population	For currently operating programs, at discretion of program sponsor.
Time and Days of Service	For currently operating programs, at discretion of program sponsor.
Fare (Cost to Customer)	For currently operating programs, at discretion of program sponsor.
Other	Currently operating programs can continue to use Measure B funds for these service costs, but new meal delivery services cannot be established.



# Memorandum

6.9

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• [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

**DATE:** June 19, 2014

**SUBJECT:** Alameda CTC At Risk Monitoring Reports

**RECOMMENDATION:** Approve the State Transportation Improvement Program (STIP), Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ), and Transportation Fund for Clean Air (TFCA) At Risk monitoring reports, dated May 31, 2014.

## Summary

The Alameda CTC monitors the projects programmed with State Transportation Improvement Program (STIP), Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ), and Transportation for Clean Air (TFCA) County Program Manager funds for compliance with the respective program requirements and provides periodic updates to the Commission. The attached At Risk reports are dated May 31, 2014.

## Background

Project sponsors are responsible for meeting the milestone deadlines associated with each of the monitored fund sources. The At Risk reports assign projects to zones of risk based on the status of the monitored activities at the time of the report date. Red zone projects are considered at a relatively high risk of non-compliance with the requirements. Yellow zone projects are considered at moderate risk, and Green zone at low risk. The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). If a project has multiple risk factors that indicate multiple zones, it is listed in the zone of higher risk.

Draft At Risk monitoring reports (Timely Use of Funds, or "TUF" reports) are provided to the Alameda County Technical Advisory Committee (ACTAC) one month ahead of the At Risk reports to allow project sponsors an opportunity to review and provide updates. The STIP and STP/CMAQ At Risk reports are based on the information provided to the Alameda CTC's project monitoring team by project sponsors as well as information made available by other funding agencies such as the Metropolitan Transportation Commission (MTC) and Caltrans Local Assistance. For these reports, the Alameda CTC requests project sponsors provide copies of certain documents related to the required activities to verify that the deadlines have been met. The requested documentation may include copies of documents submitted by the sponsor to agencies such as MTC, Caltrans and the

California Transportation Commission (CTC). The TFCA At Risk report is based upon the status information on file with the Alameda CTC.

## **May 2014 At Risk Monitoring Reports**

### ***STIP Report***

The STIP At Risk report (Attachment A) includes projects monitored for compliance with the STIP "Timely Use of Funds" provisions. The criteria for determining the project zones are listed near the end of the report. The risk zone associated with each risk factor is indicated in the tables following the report. Note that for the STIP "Complete Expenditures" deadline, sponsors must provide documentation supported by their accounting department as proof that the Complete Expenditures deadline has been met. The 2014 STIP was approved by the CTC April 2014 and is reflected in the report.

### ***Federal STP/CMAQ Report***

The Federal STP/CMAQ At Risk report (Attachment B) includes locally-sponsored, federally-funded projects monitored for compliance with the requirements set forth in MTC's Regional Project Delivery Policy (MTC Resolution 3606, revised January 2014). Appendix B of the report provides the Resolution 3606 deadlines associated with each of the required activities. Sponsors of federally-funded STP/CMAQ projects are requested to note the following:

- Projects are to request a Field Review within one year of approval in the Federal Transportation Improvement Program (TIP), but no less than 12 months prior to the obligation deadline of construction funds.
- For projects programmed in Federal FY 2013/14, the deadline to submit a request for authorization (RFA) was February 1, 2014 and the deadline to obligate funding (receive E-76 or FTA transfer) was April 30, 2014.
- For projects in the three local federal Safety Programs: Highway Safety Improvement Program (HSIP), High Risk Rural Roads Program (HR3), and Safe Routes to School Program (SRTS) are included in the STP/CMAQ report. As of November 2010, MTC has been applying the provisions of MTC Resolution 3606 to all local safety programs.
- The following deadlines are included in Resolution 3606, but are not tracked or reported in the monitoring reports: Environmental submittal, Program Supplement Agreement (PSA), and regional invoicing and reimbursement.

### ***TFCA At Risk Report***

The attached TFCA At Risk report (Attachment C) includes active and recently completed projects programmed with Alameda County TFCA Program Manager funds and monitored for TFCA program compliance. In this report, no projects are in the red or yellow zones. There are 24 projects in the green zone with no required activities due for at least eight months. The five projects reported as complete have met the TFCA



requirements monitored through the At Risk report and will be removed from future reports.

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

### **Attachments**

- A. STIP At Risk Report
- B. Federal (STP/CMAQ) At Risk Report
- C. TFCA County Program Manager Fund At Risk Report

### **Staff Contacts**

[Vivek Bhat](#), Senior Transportation Engineer

[James O'Brien](#), Project Controls Team

[Jacki Taylor](#), Program Analyst

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**STIP At Risk Report****Status Date: May 31, 2014****STIP-RIP Locally-Sponsored Alameda County Projects****Red Zone Projects**

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
1	2100F RIP-TE	Alameda Co. \$1,150	Cherryland/Ashland/Castro Valley Sidewalk Imps. Con	10/11	Accept Contract	11/1/14	R	\$1,150 Allocated 5/12/11 Awarded Nov 2011	G
2	2103 RIP	BART \$20,000	Oakland Airport Connector Con	10/11	Accept Contract	9/1/14	R	App'd into STIP and allocated 9/23/10 Awarded Oct 2010	G
3	0057J RIP RIP RIP	Caltrans \$500 \$1,100 \$400	SR-24 Caldecott Tunnel 4th Bore Landscaping Con CE PSE	13/14 13/14 12/13	Award Contract  Complete Expend	9/20/14  6/30/15	R  G	\$500K Allocated 3/20/14 \$1,100K Allocated 3/20/14 \$400K Allocated 6/11/13	R
4	2014U RIP	GGBHTD \$12,000	SF Golden Gate Bridge Barrier Con	11/12	Award Contract	6/11/14	R	\$12M Allocated 12/11/13 18-Mo Ext App'd May 12 \$20M Total RIP - \$12M Ala	R
5	2140S RIP-TE	LAVTA \$200	Rideo Bus Restoration Project Con	10/11	Accept Contract	8/10/14	R	\$200 Allocated 5/12/11 from SM County Reserve Contract Awd 8/10/11	G
6	2009K RIP	LAVTA \$4,000	Satellite Bus Operating Facility (Phases 1 & 2) Con	11/12	Accept Contract	11/7/14	R	Note 3 \$4M Alloc'd 6/23/11 PTA Contract Awd 11/7/11	G

*End of Red Zone***Yellow Zone Projects**

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
<i>No Yellow Zone Projects</i>									

*End of Yellow Zone*

# STIP At Risk Report

## STIP-RIP Locally-Sponsored Alameda County Projects

Status Date: May 31, 2014

### Green Zone Projects

Index	PP No.	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone	
7	2009Z	AC Transit	East Bay Bus Rapid Transit							
	RIP	\$7,995	Con	15/16	Allocate Funds	6/30/16	G	New Project in 2014 STIP	NA	
8	2103C	BART	Daly City BART Station Intermodal Improvements							
	RIP	\$200	Con	16/17	Allocate Funds	6/30/17	G	New Project in 2014 STIP	NA	
9	2103B	BART	Downtown Berkeley BART Plaza/Transit Area Improvements							
	RIP	\$3,726	Con	16/17	Allocate Funds	6/30/17	G	New Project in 2014 STIP	NA	
10	0044C	Alameda CTC	I-880 Reconstruction, 29th to 23rd							
	RIP	\$2,000	PSE	10/11	Final Invoice/Report		NA		R	
11	0081H	Alameda CTC	RT 84 Expressway Widening (Segment 2)							
	RIP	\$47,030	Con	14/15	Allocate Funds	6/30/15	G		G	
12	0081J	Alameda CTC	East-West Connector in Fremont							
	RIP	\$12,000	Con	18/19	Allocate Funds	6/30/19	G	New Project in 2014 STIP	NA	
13	0139F	Alameda CTC	Rt 580, Landscaping, San Leandro Estudillo Ave - 141st							
	RIP-TE	\$350	Con	10/11	Accept Contract	7/26/15	G	\$350K Allocated 10/27/11 3-Mo Ext for Awd 5/23/12 Contract Awarded 7/26/12	G	
14	2100K	Alameda CTC	I-880 Landscape/Hardscape Improvements in San Leandro							
	RIP-TE	\$400	PSE	09/10	Final Invoice/Report		NA	\$400K Allocated 6/30/10 12-Mo Ext App'd April '12	R	
15	2179	Alameda CTC	Planning, Programming and Monitoring (Note 2)							
	RIP	\$1,563	Con	12/13	Complete Expend	6/30/15	G	\$1,563 Allocated 6/28/12	G	
	RIP	\$750	Con	13/14	Complete Expend	6/30/16	G	\$750K Allocated 8/6/13 effective 7/1/13 (SB184)		
	RIP	\$886	Con	16/17	Allocate Funds	6/30/17	G			
	RIP	\$750	Con	17/18	Allocate Funds	6/30/18	G			
	RIP	\$565	Con	18/19	Allocate Funds	6/30/19	G			
16	9051A	BATA	Improved Bike/Ped Connectivity to East Span SFOBB							
	RIP-TE	\$3,063	Con	16/17	Allocate Funds	6/30/17	G	Added in 2012 STIP	G	
17	2100G	Berkeley	Berkeley Bay Trail Project, Seg 1							
	RIP-TE	\$1,928	Con	10/11	Final Invoice/Report		NA	\$1,928 Allocated 12/15/11 Awarded 5/29/12	G	
18	2100H	Dublin	Alamo Canal Regional Trail, Rt 580 undercrossing							
	RIP-TE	\$1,021	Con	10/11	Final Invoice/Report		NA	\$1,021 Allocated 8/11/11 Contract Awd 2/7/12 Accepted 2/19/13	G	

**STIP At Risk Report****Status Date: May 31, 2014****STIP-RIP Locally-Sponsored Alameda County Projects****Green Zone Projects (cont.)**

Index	PP No.	Sponsor	Project Title				Date	Zone	Notes	Prev
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Req'd By				Zone
19	2100	MTC	Planning, Programming and Monitoring <sup>2</sup>							
	RIP	\$114	Con	12/13	Complete Expend	6/30/15	G	\$114 Allocated 6/27/12 effective 7/1/12 (SB184)		G
	RIP	\$122	Con	14/15	Allocate Funds	6/30/15	G			
	RIP	\$118	Con	13/14	Complete Expend	6/30/16	G	\$118K Allocated 6/11/13 effective 7/1/13 (SB184)		
	RIP	\$126	Con	15/16	Allocate Funds	6/30/16	G			
	RIP	\$131	Con	16/17	Allocate Funds	6/30/17	G			
	RIP	\$135	Con	17/18	Allocate Funds	6/30/18	G			
	RIP	\$140	Con	18/19	Allocate Funds	6/30/19	G			
20	2103A	Oakland	Oakland Coliseum TOD							
	RIP-TE	\$885	Con	10/11	Final Invoice/Report		NA	\$885 Allocated 6/23/11 Contract Awd 11/10/11 Completed 3/13/13		Y

*End of Green Zone***Report Notes****Notes:**

- 1 The "Date Req'd By" for the required activity is before the status date of this report. Sponsor is working with Caltrans, MTC and Alameda CTC to expedite/complete the required activity and/or satisfy the requirement.
- 2 PPM funds programmed in the Con phase are not subject to the typical construction phase requirements. Once PPM funds are allocated, the next deadline is "Complete Expenditures."
- 3 Transit projects receiving State-only funds are subject to project specific requirements in agreements with Caltrans (Federal funds are typically transferred to FTA grant).

**STIP At Risk Report**  
**STIP-RIP Locally-Sponsored Alameda County Projects**

**Status Date: May 31, 2014**

**2014 STIP -Timely Use of Funds Provisions**

The Timely Use of Funds and At Risk reports monitor the STIP Timely Use of Funds Provisions included in the current STIP Guidelines as adopted by the CTC. The current Timely Use of Funds Provisions are as follows:

<b>Required Activity</b>	<b>Timely Use of Funds Provision</b>
Allocation	For all phases, by the end (June 30th) of the fiscal year identified in the STIP.
Construction Contract Award <sup>1</sup>	Within six (6) months of allocation.
Accept Contract (Construction)	Within 36 months of contract award.
Complete Expenditures	For Env, PSE, & R/W funds, costs must be expended by the end of the second FY following the FY in which the funds were allocated.
Final Invoice/Project Completion (Final Report of Expenditures)	For Env, PSE, & R/W funds, within 180 days (6 months) after the end of the FY in which the final expenditure occurred. For Con funds, within 180 Days (6 months) of contract acceptance.

**Zone Criteria**

The Timely Use of Funds and At Risk reports utilize the deadlines associated with each required activity of the STIP Timely use of Funds Provisions to assign a zone of risk. The following zone criteria was developed for each of these risk zones (Red, Yellow, & Green). For the Final Invoice, this activity is tracked but no zone of risk is assigned.

<b>Required Activity</b>	<b>Criteria Timeframes for Required Activities</b>		
	<b>Red Zone</b>	<b>Yellow Zone</b>	<b>Green Zone</b>
Allocation -Env Phase	within four months	within four to eight months	All conditions other than Red or Yellow Zones
Allocation -PS&E Phase	within six months	within six to ten months	All conditions other than Red or Yellow Zones
Allocation -Right of Way Phase	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Allocation -Construction Phase	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Construction Contract Award	within six months	within six to eight months	All conditions other than Red or Yellow Zones
Accept Contract	within six months	within six to twelve months	All conditions other than Red or Yellow Zones
Complete Expenditures	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Final Invoice/Project Completion (Final Report of Expenditures)	NA	NA	NA

**Other Zone Criteria**

<b>Yellow Zone</b>	STIP /TIP Amendment pending
<b>Red Zone</b>	Extension Request pending
<b>Notes:</b>	

1. Statute requires encumbrance by award of a contract for construction capital and equipment purchase within twelve months of allocation. CTC Policy is six months.

## Federal At Risk Report

Status Date: May 31, 2014

## Federally-Funded Locally-Sponsored Alameda County Projects

**Red Zone Projects**

Index	TIP ID	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone	
1	HSIP4-04-002	Alameda	Shoreline Dr - Westline Dr - Broadway Improvements							
	HSIP	\$68	PE	11/12	Liquidate Funds	06/30/14	R	\$68 Obligated 1/18/12	R	
	HSIP	\$348	Con	11/12	Liquidate Funds	06/30/16	G	See Note 2 \$348 Obligated 3/5/14		
2	HSIP4-04-010	Alameda	Park Street Operations Improvements							
	HSIP	\$607	Con	11/12	Obligate Funds	Note 1	R	See Note 2	R	
	HSIP	\$126	PE		Liquidate Funds	06/30/14	R	\$126 Obligated 1/18/12		
3	ALA090069	Ala County	Alameda County: Rural Roads Pavement Rehab							
	STP	\$1,815	Con	11/12	Award Contract	Note 1	R	\$1,815 Obligated 4/4/12	R	
					Liquidate Funds	04/04/18	G			
	STP	\$320	PE	10/11	Liquidate Funds	03/16/17	G	\$320 Obligated 3/16/11		
4	ALA110026	Ala County	Alameda Co - Central Unincorporated Pavement Rehab							
	STP	\$1,071	Con	11/12	Award Contract	Note 1	R	\$1,071 Obligated 4/4/12	R	
					Liquidate Funds	04/04/18	G			
	STP	\$50	PE	10/11	Liquidate Funds	03/23/17	G	\$50 Obligated 3/23/11		
5	H3R1-04-031	Ala County	Patterson Pass Road - PM6.4 Widen or Improve Shoulder							
	HRRR	\$717	Con	12/13	Obligate Funds	Note 1	R	See Note 2	R	
	HRRR	\$101	PE	Prior	Liquidate Funds	06/30/15	G	\$101 Obligated 12/19/08		
6	HSIP2-04-024	Ala County	Castro Valley Blvd - Wisteria St Intersection and Frontage Improvements							
	HSIP	\$577	Con	11/12	Liquidate Funds	Note 1	R	See Note 2 Obligated 9/19/12	R	
	HSIP	\$59	PE	Prior				Obligated 8/14/09		
	HSIP	\$63	R/W	Prior				Obligated 2/15/11		
7	HSIP2-04-027	Ala County	Remove Permanent Obstacle along Shoulder (Foothill Road)							
	HSIP	\$427	Con	10/11	Complete Closeout	09/30/14	R	See Note 2 Con Obligated 8/11/13	R	
	HSIP	\$59	PE	Prior				PE Obligated 2/23/09		
8	SRTS1-04-001	Ala County	Fairview Elementary School Vicinity Improvements							
	SRTS	\$508	Con	10/11	Complete Closeout	Note 1	R	See Note 2 Obligated 9/19/12	R	
	SRTS	\$77	PE	Prior				Obligated 1/29/09		

## Federally-Funded Locally-Sponsored Alameda County Projects

**Red Zone Projects (cont.)**

Index	TIP ID	Sponsor	Project Title							
	Source	Prog'd Amount	Phase	FY	Required Activity	Date	Zone	Notes	Prev	
		(\$x 1,000)				Req'd By			Zone	
9	ALA130032	BART	Metro Priority Track Elements							
	STP	\$1,539	PE	13/14	Transfer to FTA	Note 1	R	TIP Amend 13-14	NA	
	STP	\$1,920	Con	13/14	Transfer to FTA	Note 1	R	Proj Dev & Con Same FY		
10	ALA110007	Berkeley	City of Berkeley Transit Action Plan - TDM							
	CMAQ	\$10	Con	11/12	Obligate Funds	Note 1	R	Working with Caltrans and MTC to add to PE See Note 3	R	
	CMAQ	\$1,990	PE	10/11	Liquidate Funds	02/22/17	G	\$1,990 Obligated 2/22/11		
11	ALA110024	Dublin	Dublin Citywide Street Resurfacing							
	STP	\$547	Con	11/12	Award Contract	Note 1	R	\$547 Obligated 3/16/12	R	
					Liquidate Funds	03/16/18	G			
12	SRTS3-04-007	Emeryville	San Pablo Avenue 43rd to 47th Pedestrian Safety							
	SRTS	\$696	Con	13/14	Obligate Funds	06/17/14	R	See Note 2	R	
	SRTS	\$52	PE	11/12			G	\$52 Obligated 5/4/12		
13	ALA110012	Fremont	Fremont CBD/Midtown Streetscape							
	CMAQ	\$1,114	Con	11/12	Award Contract	Note 1	R	\$1,114 Obligated 3/27/12	R	
					Liquidate Funds	03/27/18	G			
	CMAQ	\$432	Con	10/11	Project Complete	NA		\$432 Obligated 4/13/11		
	CMAQ	\$54	Con	10/11	Project Complete	NA		\$54 Obligated 6/13/11		
14	ALA130020	Fremont	Fremont Various Streets and Roads Preservation							
	STP	\$2,105	Con	13/14	Advertise Contract	07/16/14	R	\$2,105 Obligated 4/16/14	R	
					Award Contract	10/16/14	R			
15	ALA130025	Fremont	Fremont City Center Multi-Modal Improvements							
	STP	\$5,333	Con	13/14	Advertise Contract	06/21/14	R	TIP Amend 13-04	R	
					Award Contract	09/21/14	R	\$4,481 Obligated 3/21/14		
	STP	\$1,374	Con	14/15	Submit Req for Auth	02/01/15	Y	FY13/14 Balance added to FY 14/15		
					Obligate Funds	04/30/15	G	See Note 3		
16	HSIP1-04-005	Fremont	Install Median Barrier, Install Raised Median and Improve Delineation (Mowry)							
	HSIP	\$164	Con	11/12	Complete Closeout	Note 1	R	See Note 2	R	
								\$164 Obligated 3/7/13		
	HSIP	\$35	PE	Prior				Obligated 11/28/07		



## Federally-Funded Locally-Sponsored Alameda County Projects

**Red Zone Projects (cont.)**

Index	TIP ID	Sponsor	Project Title							
	Source	Prog'd Amount	Phase	FY	Required Activity	Date	Zone	Notes	Prev	
		(\$x 1,000)				Req'd By			Zone	
17	HSIP2-04-018	Fremont	Replace Concrete Poles with Aluminum in Median (Paseo Parkway)							
	HSIP	\$183		Prior	Complete Closeout	Note 1	R	See Note 2 Con Obligated 4/19/11 PE Obligated 4/8/09	R	
18	HSIP3-04-005	Fremont	Paseo Padre Parkway - Walnut to Washington - Replace Poles							
	HSIP	\$120	Con	12/13	Liquidate Funds	06/02/14	R	See Note 2 Con Obligated 2/16/12	Y	
	HSIP	\$23	PE	Prior				PE Obligated 11/18/10		
19	HSIP3-04-006	Fremont	Paseo Padre Parkway - Walnut Ave and Argonaut Way							
	HSIP	\$458	Con	12/13	Liquidate Funds	06/02/14	R	See Note 2 \$458 Obligated 4/11/13	Y	
	HSIP	\$59	PE	Prior				Obligated 11/22/10		
20	ALA110019	Hayward	Hayward Various Arterials Pavement Rehab							
	STP	\$1,336	Con	10/11	Award Contract	Note 1	R	\$1,336 Obligated 2/23/11	R	
					Liquidate Funds	02/23/17	G			
21	ALA110035	Hayward	South Hayward BART Area/Dixon Street Streetscape							
	CMAQ	\$1,540	Con	11/12	Award Contract	Note 1	R	\$1,264 Obligated 4/4/12	R	
					Liquidate Funds	04/04/18	G	Amounts per Phase Adjusted		
	CMAQ	\$260	PE	10/11	Liquidate Funds	01/18/17	G	\$536 Obligated 1/18/11		
22	ALA130010	Livermore	Livermore Various Streets Preservation							
	STP	\$1,053	CON	13/14	Advertise Contract	06/04/14	R	TIP Amend 13-04	R	
					Award Contract	09/04/14	R	\$1,053 Obligated 3/4/14		
					Liquidate Funds	06/30/18	G			
23	ALA130016	Oakland	Oakland Complete Streets							
	CMAQ	\$467	PE	13/14	Obligate Funds	Note 1	R	TIP Amend 13-04 RFA Pkg Submitted	R	
	CMAQ	\$3,384	Con	15/16	Submit Req for Auth	11/01/15	G			
					Obligate Funds	01/31/16	G			
24	HSIP2-04-004	Oakland	West Grand at Market, Macarthur at Fruitvale & Market at 55th Improvements							
	HSIP	\$223	Con	11/12	Liquidate Funds	Note 1	R	See Note 2	R	
					Complete Closeout	09/30/14	Y	Obligated 6/30/11		
25	HSIP2-04-005	Oakland	Various Intersections Pedestrian Improvements							
	HSIP	\$81	Con	11/12	Liquidate Funds	Note 1	R	See Note 2	R	
					Complete Closeout	09/30/14	Y	Obligated 7/8/11		

## Federally-Funded Locally-Sponsored Alameda County Projects

**Red Zone Projects (cont.)**

Index	TIP ID	Sponsor	Project Title							
	Source	Prog'd Amount	Phase	FY	Required Activity	Date	Zone	Notes	Prev	
		(\$x 1,000)				Req'd By			Zone	
26	HSIP5-04-011	Oakland	W. MacArthur Blvd. between Market & Telegraph							
	HSIP	\$125	PE	12/13	Obligate Funds	Note 1	R	See Note 2	R	
	HSIP	\$574	CON	13/14	Submit Req for Auth	08/23/15	G			
					Obligate Funds	11/23/15	G			
27	HSIP5-04-012	Oakland	98th Avenue Corridor							
	HSIP	\$99	PE	12/13	Obligate Funds	Note 1	R	See Note 2	R	
	HSIP	\$558	CON	13/14	Submit Req for Auth	08/23/15	G			
					Obligate Funds	11/23/15	G			
28	HSIP5-04-013	Oakland	Market Street between 45th & Arlington							
	HSIP	\$103	PE	12/13	Obligate Funds	Note 1	R	See Note 2	R	
	HSIP	\$541	CON	13/14	Submit Req for Auth	08/23/15	G			
					Obligate Funds	11/23/15	G			
29	SRTS1-04-014	Oakland	Intersection Improvements at Multiple School (5 Elem. + 1 Middle)							
	SRTS	\$613		Prior	Complete Closeout	Note 1	R	See Note 2 PE Obligated 3/2/08 Con Obligated 8/18/11	R	
30	SRTS2-04-007	Oakland	Multiple School (5 Schools) Improvements Along Major Routes							
	SRTS	\$753	Con	11/12	Complete Closeout	Note 1	R	See Note 2 Con Obligated 2/3/12	R	
	SRTS	\$118	PE	Prior				PE Obligated 1/26/10		
31	ALA110010	Port	Shore Power Initiative							
	CMAQ	\$3,000	Con	11/12	Award Contract	Note 1	R	\$3,000 Obligated 2/16/12	R	
					Liquidate Funds	02/16/18	G			
32	ALA110027	San Leandro	San Leandro Downtown-BART Pedestrian Interface							
	CMAQ	\$4,298	Con	11/12	Award Contract	Note 1	R	\$4,298 Obligated 2/28/12	R	
	CMAQ	\$312	PE	10/11	Liquidate Funds	12/21/16	G	\$312 Obligated 12/21/10		
33	HSIP4-04-015	San Leandro	Washington Ave / Monterey Blvd							
	HSIP	\$307	Con	13/14	Obligate Funds	Note 1	R	See Note 2	R	
		\$66	PE	Prior				Obligated 12/15/11		

*End of Red Zone*

## Federally-Funded Locally-Sponsored Alameda County Projects

**Yellow Zone Projects**

Index	PP No.	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone	
34	ALA130022	Alameda	Alameda City Complete Streets							
	STP	\$505	Con	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	R	
					Obligate Funds	04/30/15	G			
	STP	\$130	PE	13/14	Liquidate Funds	06/30/18	G	\$130 Obligated 1/30/14		
35	ALA030002	Ala County	Vasco Road Safety Improvements Phase 1A							
	STP	\$235	ROW	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	G	
					Obligate Funds	04/30/15	G			
	STP	\$1,785	Con	09/10	Liquidate Funds	08/31/16	G	\$1,785 Obligated 8/31/10 Contract awarded 6/7/11		
	STP	\$478	PE	12/13	Liquidate Funds	04/17/19	G	\$478 Obligated 4/17/13		
36	ALA050035	Ala County	Cherryland/Ashland/CastroValley/Fairview SidwIkImp							
	CMAQ	\$300	Con	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	R	
					Obligate Funds	04/30/15	G	TIP Amend 13-03		
	CMAQ	\$130	PE	13/14	Liquidate Funds	06/30/18	G	\$130 Obligated 4/9/14		
37	SRTS1-04-002	Ala County	Marshall Elementary School Vicinity Improvements							
	SRTS	\$450	Con	12/13	Liquidate Funds	11/01/14	Y	See Note 2 Obligated 9/19/12	G	
	SRTS	\$50	PE	Prior			G	Obligated 12/7/10		
38	ALA110032	BART	Downtown Berkeley BART Plaza/Transit Area Imps.							
	CMAQ	\$340	Con	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	G	
					Obligate Funds	04/30/15	G	TIP Amend 13-04		
	CMAQ	\$706	PE	10/11				\$706 Obligated 3/16/11		
	CMAQ	\$1,099	Con	10/11				\$1,099 Obligated 3/16/11 Transferred to FTA Grant		
39	ALA110121	BART	BART Train Car Accident Repair Project							
	STP	\$1,493	CON	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	G	
					Obligate Funds	04/30/15	G	TIP Amend 13-04		
40	ALA130026	Berkeley	Shattuck Complete Streets and De-couplet							
	STP	\$2,777	CON	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	G	
					Obligate Funds	04/30/15	G	TIP Amend 13-08		
41	ALA130012	Dublin	Dublin Boulevard Preservation							
	STP	\$470	CON	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	G	
					Obligate Funds	04/30/15	G	TIP Amend 13-04		

## Federally-Funded Locally-Sponsored Alameda County Projects

**Yellow Zone Projects (cont.)**

Index	PP No.	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone	
42	ALA130021	Emeryville	Emeryville - Hollis Street Preservation							
	STP	\$100	Con	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	G	
					Obligate Funds	04/30/15	G	TIP Amend 13-04		
43	ALA130018	Ala County	Alameda Co-Various Streets and Roads Preservation							
	STP	\$1,565	Con	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	R	
					Obligate Funds	04/30/15	G	TIP Amend 13-04		
	STP	\$100	PE	13/14	Liquidate funds	06/30/18	G	\$100 Obligated 4/9/14		
44	ALA130013	Hayward	Hayward - Industrial Boulevard Preservation							
	STP	\$1,265	Con	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	R	
					Obligate Funds	04/30/15	G			
	STP	\$70	PE	13/14	Liquidate Funds	06/30/18	G	\$70 Obligated 1/23/14		
45	ALA130011	Livermore	Livermore Relocation and Restoration of R/R Depot							
	STP	\$2,500	CON	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	G	
					Obligate Funds	04/30/15	G	TIP Amend 13-04		
46	ALA130027	Newark	Enterprise Drive Complete Streets and Road Diet							
	STP	\$454	CON	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	G	
					Obligate Funds	04/30/15	G	TIP Amend 13-08		
47	ALA130015	Oakland	Lake Merritt BART Bikeways							
	STP	\$571	Con	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	G	
					Obligate Funds	04/30/15	G	TIP Amend 13-12		
48	ALA130017	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I							
	CMAQ	\$5,452	Con	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	G	
					Obligate Funds	04/30/15	G	TIP Amend 13-04		
49	ALA130024	Oakland	Lakeside Complete Streets and Road Diet							
	STP	\$4,446	Con	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	G	
					Obligate Funds	04/30/15	G	TIP Amend 13-10		
	CMAQ	\$4,754	Con	14/15	Submit Req for Auth	02/01/15	Y			
					Obligate Funds	04/30/15	G			
50	ALA130009	Pleasanton	Pleasanton Complete Streets							
	STP	\$832	CON	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	G	
					Obligate Funds	04/30/15	G	TIP Amend 13-04		
51	ALA130008	San Leandro	San Leandro Boulevard Preservation							
	STP	\$804	Con	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	G	
					Obligate Funds	04/30/15	G	TIP Amend 13-06		

**Yellow Zone Projects (cont.)**

Index	PP No.	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone	
<b>52</b>	<b>ALA130023</b>	<b>Union City</b>	<b>Whipple Road Pavement Rehabilitation</b>							
	STP	\$651	Con	14/15	Submit Req for Auth	02/01/15	Y	See Note 3		R
					Obligate Funds	04/30/15	G			
	STP	\$18	PE	13/14	Liquidate Funds	06/30/18	G	\$18 Obligated 11/27/13		

*End of Yellow Zone***Green Zone Projects**

Index	TIP ID	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone	
<b>53</b>	<b>ALA050017</b>	<b>AC Transit</b>	<b>Enhanced Bus - Telegraph/Intl/East 14th</b>							
	CMAQ	\$2,155	Con	13/14	<b>Project Being Removed from Report</b>					NA
					FTA Transfer from FHWA 6/4/14			TIP Amend 13-12		
<b>54</b>	<b>ALA110119</b>	<b>AC Transit</b>	<b>AC Transit: Spectrum Ridership Growth</b>							
	CMAQ	\$1,803	Con	14/15	Liquidate Funds	06/30/18	G	See Note 3 \$1,803 Obligated 12/12/13		G
<b>55</b>	<b>ALA110025</b>	<b>Alameda</b>	<b>Alameda - Otis Drive Rehabilitation</b>							
	STP	\$837	Con	10/11	Liquidate Funds	06/30/15	G	\$837 Obligated 3/8/11 Awarded 5/17/11		G
<b>56</b>	<b>ALA110009</b>	<b>Alameda CTC</b>	<b>Bikemobile - Bike Repair and Encouragement Vehicle</b>							
	CMAQ	\$500	Con	10/11	Liquidate Funds	06/30/15	G	\$500 Obligated 3/29/11 Obligated w/ALA110033		G
<b>57</b>	<b>ALA110033</b>	<b>Alameda CTC</b>	<b>Alameda County Safe Routes to School</b>							
	CMAQ (OBAG)	\$2,000	Con	13/14	Liquidate Funds	06/30/18	G	TIP Amend 13-05		G
	CMAQ (RSRTS)	\$2,673	Con	13/14	Liquidate Funds	06/30/18	G			
	STP (RSRTS)	\$1,000	Con	13/14	Liquidate Funds	06/30/18	G	\$5,673 Obligated 10/24/13		
	CMAQ (RSRTS)	\$620	Con	10/11	Liquidate Funds	06/30/15	G			
	CMAQ	\$1,669	Con	10/11	Liquidate Funds	06/30/15	G	\$2,689 Obligated 3/29/11		
	STP	\$400	Con	10/11	Liquidate Funds	06/30/15	G	Obligated w/ALA110009		
<b>58</b>	<b>ALA110122</b>	<b>Alameda CTC</b>	<b>Local PDA Planning - Alameda</b>							
	STP	\$3,905	Con	15/16	Liquidate Funds	06/30/18	G	\$3,905 Obligated 10/29/13 TIP Amend 13-06		G
<b>59</b>	<b>ALA110030</b>	<b>Albany</b>	<b>Albany - Buchanan Bicycle and Pedestrian Path</b>							
	CMAQ	\$1,702	Con	11/12	Liquidate Funds	06/01/18	G	\$1,702 Obligated 6/1/12 Contract Awd 10/15/12 1st Invoice dated 5/14/13 Fed-Aid No. 5178(012)		G

**Green Zone Projects (cont.)**

Index	TIP ID	Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
60	ALA110039	STP	Albany \$117	Albany - Pierce Street Pavement Rehabilitation Con	10/11	Project Being Removed from Report Final Invoice/ROE dated June 2012			Contract Awd 7/12/11 \$117 Obligated 5/2/11	G
61	ALA090068	CMAQ	BART \$626	MacArthur BART Plaza Remodel Con	10/11				\$626 Obligated 3/16/11 Transferred to FTA Grant	G
62	ALA110038	CMAQ	BART \$21	BART - West Dublin BART Station Ped Access Imps PE	10/11				\$21 Obligated 2/2/11	G
		CMAQ			10/11				\$839 Obligated 2/2/11 Transferred to FTA Grant	
63	ALA110022	STP	Berkeley \$955	Berkeley - Sacramento St Rehab - Dwight to Ashby Con	10/11	Project Being Removed from Report Final Invoice/ROE dated Aug 2012			\$955 Obligated 3/18/11 Contract Awd 7/19/11	G
64	ALA130028	STP	Berkeley \$2,156	Hearst Avenue Complete Streets Con	15/16	Submit Req for Auth Obligate Funds	11/01/15 01/31/16	G G	TIP Amend 13-12	R
65	ALA130035	STP	Berkeley \$500	Bay Trail Shoreline Access Staging Area Project Con	15/16	Submit Req for Auth Obligate Funds	11/01/15 01/31/16	G G	TIP Amend 13-16	R
66	ALA110034	CMAQ	Dublin \$580	West Dublin BART Golden Gate Drive Streetscape Con	11/12	Liquidate Funds	06/01/18	G	\$580 Obligated 6/1/12 Contract Awd 9/18/12	R
		CMAQ			10/11	Liquidate Funds	03/18/17	G	\$67 Obligated 3/18/11	
67	HSIP4-04-020	HSIP	Fremont \$275	Fremont Blvd / Eggers Dr Con	13/14	Liquidate Funds	06/30/16	G	See Note 2 \$275 Obligated 1/24/14	R
									Obligated 11/8/11	
68	HSIP4-04-022	HSIP	Fremont \$348	Fremont Blvd / Alder Ave Con	13/14	Liquidate Funds	06/30/16	G	See Note 2 \$348 Obligated 12/31/13	R
									Obligated 11/8/11	
69	HSIP5-04-007	HSIP	Hayward \$139	West "A" Street between Hathaway and Garden CON	13/14	Submit Req for Auth Obligate Funds	08/23/15 11/23/15	G G	See Note 2	
		HSIP			12/13	Liquidate Funds	06/30/18	G	\$22 Obligated 2/18/14	R

**Green Zone Projects (cont.)**

Index	TIP ID	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
70	ALA110013	Livermore	Iron Horse Trail Extension in Downtown Livermore	CMAQ	\$1,566	Con	11/12	Liquidate Funds	04/04/18	G	\$1,241 Obligated 4/4/12 Contract Awd 7/23/12 First Invoice Dated 2/8/13 TLC Project Fed Aid (025)	G
71	ALA110015	Livermore	Livermore Downtown Lighting Retrofit	CMAQ	\$176	Con	10/11	Liquidate Funds	04/04/17	G	\$176 Obligated 4/4/11 Billing 1 dated 2/22/12 Fed Aid (024)	G
72	ALA110023	Livermore	Livermore - 2011 Various Arterials Rehab	STP	\$1,028	Con	10/11	Liquidate Funds	03/21/17	G	\$1,028 Obligated 3/21/11 Billing 1 dated 2/22/12 Fed Aid (023)	G
73	ALA110016	Newark	Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	STP	\$682	Con	11/12	Liquidate Funds	02/17/18	G	\$682 Obligated 2/17/12 1st Invoice 11/28/12	G
74	ALA110006	Oakland	Various Streets Resurfacing and Bikeway Facilities	STP	\$3,492	Con	11/12	Liquidate Funds	02/16/18	G	\$3,492 Obligated 2/16/12 Awd 12/4/12	G
				STP	\$560	PE	10/11	Liquidate Funds	02/22/17	G	\$560 Obligated 2/22/11	
75	ALA110029	Oakland	Oakland Foothill Blvd Streetscape	CMAQ	\$2,200	Con	11/12	<b>Project Being Removed from Report</b> Funds transferred to ALA130024				R
76	ALA110014	Oakland	Oakland - MacArthur Blvd Streetscape	CMAQ	\$1,700	Con	10/11	Liquidate Funds	04/27/17	G	\$1.7M Obligated 4/27/11 Contract Dated 8/19/11	G
77	ALA130014	Oakland	7th Street West Oakland Transit Village, Phase II	CMAQ	\$3,288	Con	15/16	Submit Req for Auth	11/01/15	G	TIP Amend 13-04	G
								Obligate Funds	01/31/16	G		
78	HSIP4-04-005	Oakland	San Pablo Ave - West St - W. Grand Ave Intersections	HSIP	\$345	Con	13/14	Liquidate Funds	06/30/16	G	See Note 2 \$345 Obligated 2/20/14	R
					\$71	PE	Prior				Obligated 1/23/12	
79	HSIP4-04-011	Oakland	Bancroft Ave - 94th Ave Improvements	HSIP	\$398	Con	13/14	Liquidate Funds	06/30/16	G	See Note 2 \$398 Obligated 2/20/14	R
					\$87	PE	Prior				Obligated 1/23/12	
80	HSIP4-04-012	Oakland	Hegenberger Rd Intersections	HSIP	\$738	Con	13/14	Liquidate Funds	06/30/16	G	See Note 2 \$738 Obligated 2/20/14	R
					\$162	PE	Prior				Obligated 1/25/12	

## Federally-Funded Locally-Sponsored Alameda County Projects

**Green Zone Projects (cont.)**

Index	TIP ID	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone	
81	ALA130019	Piedmont	Piedmont Complete Streets (CS)							
	STP	\$129	Con	14/15	Submit Req for Auth	02/01/15	G	See Note 3 TIP Amend 13-04	R	
					Obligate Funds	04/30/15	G	Funds Moving to FY1415 in 2015 TIP		
82	ALA110021	Pleasanton	Pleasanton Various Streets Pavement Rehab							
	STP	\$876	Con	10/11	Liquidate Funds	04/14/17	G	\$876 Obligated 4/14/11 Final Inv/Rep 10/30/12 Final Rep returned Prog Billing Dated 4/30/13	G	
83	ALA110031	Pleasanton	Pleasanton - Foothill/I-580/IC Bike/Ped Facilities							
	CMAQ	\$709	Con	12/13	Liquidate Funds	05/01/19	G	\$709 Obligated 5/1/13 Contract Awd 8/20/13	R	
84	ALA110020	San Leandro	San Leandro - Marina Blvd Rehabilitation							
	STP	\$807	Con	10/11	Liquidate Funds	03/29/17	G	\$807 Obligated 3/29/11 Contract Awd 5/5/11	G	
85	HSIP5-04-019	San Leandro	Bancroft Ave/ Sybil Ave							
	HSIP	\$380	Con	15/16	Submit Req for Auth	08/23/15	G	See Note 2	G	
					Obligate Funds	11/23/15	G	See Note 3		
					Liquidate Funds	05/23/17	G			
					Complete Closeout	11/23/17	G			
	HSIP	\$69	PE	12/13				\$69 Obligated 7/16/13		
86	SRTS3-04-017	San Leandro	Multiple Schools Bicycle and Pedestrian Safety							
	SRTS	\$410	Con	11/12	Liquidate Funds	03/06/16	G	See Note 2	G	
					Complete Closeout	09/06/16	G	\$410 Obligated 3/22/12		
87	ALA110017	Union City	Union City - Dyer Street Rehabilitation							
	STP	\$861	Con	10/11	Liquidate Funds	04/13/17	G	\$861 Obligated 4/13/11 Contract Awd 6/14/11	G	
88	ALA110028	Union City	Union City Blvd Corridor Bicycle Imp. Phase 1							
	CMAQ	\$860	Con	11/12	Liquidate Funds	03/22/18	G	\$860 Obligated 3/22/12 Contract Awd 6/12/12	G	
89	ALA110036	Union City	Union City BART East Plaza Enhancements							
	CMAQ	\$4,450	Con	10/11	Liquidate Funds	02/02/17	G	\$4,450 Obligated 2/2/11 Contract Awd 6/28/11 FTA CA-95-X157	G	



**Green Zone Projects (cont.)**

Index	TIP ID	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
90	HSIP5-04-030	Union City	Alvarado Road between Decoto & Mann	HSIP	\$288	CON	13/14	Submit Req for Auth	08/23/15	G	See Note 2	R
								Obligate Funds	11/23/15	G		
				HSIP	\$62	PE	12/13	Liquidate Funds	06/30/16	G	\$62 Obligated 11/27/13	
91	ALA090015	Union City	Union City Intermodal Station Infrastructure	CMAQ	\$8,692	CON	13/14	Project Being Removed from Report				R
								FTA Grant No. CA-95-X259			\$8,692 Obligated 12/12/13	

*End of Green Zone***Monitoring Report Notes****Notes:**

- 1 MTC Reso 3606 deadline or the Safety Program Monitoring date is before the status date of this report. Sponsor is working with Caltrans, MTC and Alameda CTC to expedite/complete the required activity.
- 2 HSIP, SRTS and HRRR projects (aka "local safety projects") are subject to the provisions included in *Project Delivery Requirements for Local Safety Programs* adopted by Caltrans Division of Local Assistance. The most recent update of the requirements is dated November 6, 2013 and included the removal of the "Project Closeout" requirement which had been included in previous versions. The Local Assistance requirements for local safety projects may be different than the timely use of funds provisions included in MTC Reso 3606. The values for "Date Req'd By" shown in this report are based on the Safety Program Delivery Status Reports - Complete Project Listing available from Caltrans Local Programs at [www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery\\_status.htm](http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm). For the purposes of this monitoring report, the Submit Request for Authorization dates are set to three months prior to the date shown for authorization in the Safety Program Delivery Status Reports. The November 2013 update of the project delivery requirements replaced the Project Closeout requirement with the following provision, "Agencies should following Office of Project Delivery and Accountability's guidance regarding inactive projects and close out safety projects on time." The guidance referenced, along with the November 2013 update of the project delivery requirements are available via links on the same web page as the delivery status reports. For the purposes of this monitoring report, the Liquidate Funds date is set to two State fiscal years following the fiscal year during which the funds were obligated.
- 3 Funds approved prior to January 22, 2014 and programmed in federal fiscal years prior to FFY 15/16 are not subject to the revised deadlines for Request For Authorization (RFA)/ FTA Transfer Submittal or Obligation/Authorization/Transfer to FTA approved with Resolution 3606 (Revised) on January 22, 2014. For these funds, the submittal deadline for RFA/FTA Transfer packages will remain February 1 of the FFY in which the funds are programmed, and the Obligation/Transfer deadline will remain April 30 of the FFY in which the funds are programmed. All other funds, including currently approved funds in FFY 15/16 or later and funds approved after January 22, 2014, are subject to all of the provisions of Resolution 3606 (Revised) approved on January 22, 2014.

Appendix A Federal At Risk Report Zone Criteria Required Activities per Resolution 3606 (Revised January 22, 2014)			
Required Activities Monitored by CMA <sup>(1)</sup>	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Request Project Field Review	Project in TIP for more than nine (9) months, or obligation deadline for Con funds within 15 months.	Project in TIP for less than nine (9) months, and obligation deadline for Con funds more than 15 months away.	All conditions other than Red or Yellow Zones
Submit Environmental Package	NA	NA	NA
Approved DBE Program and Methodology	NA	NA	NA
Submit Request for Authorization (PE)	within three (3) months	within three (3) to six (6) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (R/W)	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (Con)	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Obligation/ FTA Transfer	within two (2) months	within two (2) to six (6) months	All conditions other than Red or Yellow Zones
Advertise Construction Contract	within three (3) months	within three (3) to six (6) months	All conditions other than Red or Yellow Zones
Award Contract	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Award into FTA Grant	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Liquidate Funds	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones Move to Appendix D
Project Closeout	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Other Zone Criteria			
Red Zone	Projects with funds programmed in the same FY for both a project development phase (i.e. Env or PSE) and a capital phase (i.e. R/W or Con) without the project development phase(s) obligated.		
Yellow Zone	Projects with an Amendment to the TIP pending.		
Notes: <sup>1</sup> See Appendix B for more information about the Required Activities and Resolution 3606.			

**Appendix B**  
**Definitions of the Required Activities per Resolution 3606 (As revised January 22, 2014)**

<b>Index</b>	<b>MTC Resolution 3606 Requirement (as adopted January 22, 2014)</b>
<b>1</b>	<b>Request Project Field Review (Req Field Rev)</b>
	Implementing agencies are required to submit a Request for Field Review from Caltrans Local Assistance within 12 months of approval of the project in the TIP (See Note 1), but no less than 12 months prior to the obligation deadline of construction funds. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable, such as FTA transfers, regional operations projects and planning activities. Completed field review forms must be submitted to Caltrans in accordance with Caltrans Local Assistance procedures.
<b>2</b>	<b>Environmental Submittal Deadline (Sub ENV package) (See Note 2)</b>
	Implementing agencies are required to submit a complete Preliminary Environmental Study (PES) form with attachments to Caltrans for all projects no later than twelve months prior to the obligation deadline for right of way or construction funds. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner.
<b>3</b>	<b>Request For Authorization (RFA) or FTA Transfer Submittal Deadline (Sub Req for Auth) (See Note 3)</b>
	Implementing agencies are required to submit a complete Request for Authorization (RFA), or Request for FTA Transfer, package to Caltrans Local Assistance by November 1 of the Federal Fiscal Year (FFY) in which the federal funds are programmed in the TIP.
<b>4</b>	<b>Obligation/Authorization or Transfer to FTA Deadline (Obligate Funds) (See Note 3)</b>
	Federal Regional Discretionary Funding must be obligated/authorized, or transferred to a FTA grant, by January 31 of the Federal Fiscal Year (FFY) in which the federal funds are programmed in the TIP.
<b>5</b>	<b>Program Supplement Agreement (PSA) Deadline (See Note 2)</b>
	Implementing agencies must execute and return the Program Supplement Agreement (PSA) to Caltrans within 60 days following receipt of the PSA from Caltrans. It is expected that Caltrans will initiate the PSA within 30 days of obligation. The implementing agency should contact Caltrans if the PSA is not received from Caltrans within 30 days of the obligation. The PSA must be fully executed within six months from the date of obligation. This requirement does not apply to FTA transfers.
<b>6</b>	<b>Construction Advertisement/Award Deadline (Advertise Contract) and (Award Contract)</b>
	Implementing agencies must advertise construction or equipment purchase contracts within 3 months of the obligation date, and award the construction or equipment purchase contract within 6 months of the obligation date (or allocation date for funds administered by the CTC). Agencies must submit the complete award package immediately after contract award and prior to submitting the first invoice to Caltrans in accordance with Caltrans Local Assistance procedures. For FTA projects, funds must be approved/awarded in an FTA Grant within one federal fiscal year following the federal fiscal year in which the funds were transferred to FTA.

<b>Appendix B (cont.)</b> <b>Definitions of the Required Activities per Resolution 3606 (As revised January 22, 2014)</b>	
<b>Index</b>	<b>MTC Resolution 3606 Requirement (as adopted January 22, 2014)</b>
<b>7</b>	<b>Regional Invoicing and Reimbursement Deadlines - Inactive Projects (See Note 2)</b>  Implementing agencies are required to submit a request for reimbursement at least once every 6 months from the time of obligation (E-76 authorization). Projects that have not received a reimbursement of federal funds in the previous 12 months are considered inactive with the remaining un-reimbursed balance subject to de-obligation by the FHWA with no guarantee the funds will be available to the project sponsor.
<b>8</b>	<b>State Liquidation Deadline (Liquidate Funds)</b>  Implementing agencies must liquidate obligated funds in accordance with California Government Codes 16304.1, 16304.3, and the Local Assistance Procedures Manual. Generally, federal funds must be liquidated (i.e. fully expended, invoiced and reimbursed) within 4 state fiscal years following the fiscal year in which the funds were appropriated. CTC-administered funds must be expended within 2 state fiscal years following the fiscal year in which the funds were allocated. This requirement does not apply to FTA transfers.
<b>9</b>	<b>Project Completion / Closeout Deadline (Complete Project)</b>  Implementing agencies must fully expend federal funds on a phase one year prior to the estimated completion date for the phase provided to Caltrans in the Request for Authorization Package. Implementing agencies must submit a Federal Report of Expenditures/Final Invoice package within six months of project completion. Projects must proceed to right of way acquisition or construction within 10 years of federal authorization of the initial phase. Note that funds managed and allocated by the CTC may have different and more stringent funding deadlines. A CTC allocated-project must fully expend those funds within 36 months of the CTC funding allocation.
<b>Notes:</b> <ol style="list-style-type: none"> <li>Approval in the TIP: For administrative/ minor TIP Amendments, the approval date is the date of Caltrans approval. For formal TIP Amendments, the approval date is the date of FHWA approval.</li> <li>This required activity is not monitored or tracked in the monitoring reports prepared by the Alameda CTC.</li> <li>Funds approved prior to January 22, 2014 and programmed in federal fiscal years prior to FFY 15/16 are not subject to the revised deadlines for Request For Authorization (RFA)/ FTA Transfer Submittal or Obligation/Authorization/Transfer to FTA approved with Resolution 3606 (Revised) on January 22, 2014. For these funds, the submittal deadline for RFA/FTA Transfer packages will remain February 1 of the FFY in which the funds are programmed, and the Obligation/Transfer deadline will remain April 30 of the FFY in which the funds are programmed. All other funds, including currently approved funds in FFY 15/16 or later and funds approved after January 22, 2014, are subject to all of the provisions of Resolution 3606 (Revised) approved on January 22, 2014.</li> </ol>	

## TFCA County Program Manager Fund

## At Risk Report

Report Date: May 31, 2014

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed (Date or Y/N)	Notes
<b>GREEN ZONE (Milestone deadline beyond 7 months)</b>							
08ALA01	Alameda CTC	Webster Street Corridor Enhancements Project	TFCA Award	Agreement Executed	1/8/09	12/16/08	3rd extension approved Sept '12 Expenditures complete Final Invoice to be received Final Report due Jun '14
			\$ 420,000	Project Start	Jan-09	Jun-09	
			TFCA Expended	Expend Deadline Met?	12/22/13	Yes	
			\$ 236,372	Final Report	Dec-14		
				Final Reimbursement	12/31/14		
09ALA01	Alameda CTC	Webster St SMART Corridors	TFCA Award	Agreement Executed	1/7/10	7/7/09	2nd extension approved Sept '12 Expenditures complete Final Invoice to be received Final Report due Jun '14
			\$ 400,000	Project Start	Oct-09	Jul-09	
			TFCA Expended	Expend Deadline Met?	12/22/13	Yes	
			\$ 327,145	Final Report	Dec-14		
				Final Reimbursement	12/31/14		
10ALA02	Alameda CTC	I-80 Corridor Arterial Management	TFCA Award	Agreement Executed	2/17/11	07/09/10	Expenditures complete Final invoice paid Final Report due July '15, after overall I-80 ICM project is operational.
			\$ 100,000	Project Start	Mar-11	Jul-10	
			TFCA Expended	Expend Deadline Met?	10/28/12	Yes	
			\$ 100,000	Final Report	Jul-15		
				Final Reimbursement	12/31/13	Oct-12	
10ALA04	Hayward	Traffic Signal Controller Upgrade and Synchronization	TFCA Award	Agreement Executed	2/17/11	01/26/11	1st extension approved 9/27/12 Expenditures complete Final Report due Sept '15 (2 years post-project)
			\$ 614,000	Project Start	Mar-11	Dec-10	
			TFCA Expended	Expend Deadline Met?	10/28/13	Yes	
			\$ 614,000	Final Report	Sep-15		
				Final Reimbursement	12/31/14	Jan-13	
11ALA01	Alameda	Park Street Corridor Operations Improvement	TFCA Award	Agreement Executed	1/5/12	06/13/12	1st extension approved Oct '13 Expenditure deadline Nov '14 Expenditures not complete Final Report due Feb '15
			\$ 230,900	Project Start	Dec-12	Dec-12	
			TFCA Expended	Expend Deadline Met?	11/14/14		
			\$ -	Final Report	Feb-15		
				Final Reimbursement	12/31/15		
11ALA02	Alameda County	Mattox Road Bike Lanes	TFCA Award	Agreement Executed	1/5/12	01/24/12	1st extension approved Oct '13 Expenditure deadline Nov '14 Expenditures not complete Final Report due Feb '15
			\$ 40,000	Project Start	Dec-12	Dec-12	
			TFCA Expended	Expend Deadline Met?	11/14/14		
			\$ 11,500	Final Report	Feb-15		
				Final Reimbursement	12/31/15		
11ALA07	Hayward	Post-project Monitoring/Retiming activities for Arterial Mgmt project 10ALA04	TFCA Award	Agreement Executed	1/5/12	06/01/12	1st extension approved Oct '13 Expenditure deadline Nov '14 Expenditures not complete Final Report due Sept '15
			\$ 50,300.00	Project Start	Dec-12	Feb-12	
			TFCA Expended	Expend Deadline Met?	11/14/14		
			\$ -	Final Report	Sep-15		
				Final Reimbursement	12/31/15		
11ALA08	Hayward	Clawiter Road Arterial Management	TFCA Award	Agreement Executed	1/5/12	02/27/12	Expenditures complete Final Invoice to be received Final Report received
			\$ 190,000.00	Project Start	Dec-12	Feb-12	
			TFCA Expended	Expend Deadline Met?	11/14/13	Yes	
			\$ -	Final Report	Feb-14	Jan-14	
				Final Reimbursement	12/31/14		
11ALA09	Oakland	Traffic Signal Synchronization along Martin Luther King Jr. Way	TFCA Award	Agreement Executed	1/5/12	03/08/12	1st extension approved Oct '13 Expenditure deadline Nov '14 Expenditures not complete Final Report due date Feb '16 (2 years post-project)
			\$ 125,000	Project Start	Dec-12	May-12	
			TFCA Expended	Expend Deadline Met?	11/14/14		
			\$ 36,489	Final Report	Feb-16		
				Final Reimbursement	12/31/15		
14ALA01	Alameda County	Fairmont Rd Class II Bike Lanes	TFCA Award	Agreement Executed	Jan-14	4/23/14	Expenditure deadline Oct '16 3-year expenditure period approved Expenditures not complete Final Report due Jan '17
			\$ 90,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/16		
			\$ -	Final Report	Jan-17		
				Final Reimbursement	12/31/17		

# TFCA County Program Manager Fund

## At Risk Report

Report Date: May 31, 2014

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed (Date or Y/N)	Notes
<b>GREEN ZONE (Milestone deadline beyond 7 months), continued</b>							
14ALA02	Berkeley	Berkeley Citywide Bicycle Parking Project	TFCA Award	Agreement Executed	Jan-14	3/20/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Jan '16
			\$ 155,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
14ALA03	East Bay Regional Park District	Iron Horse Trail Dublin/Pleasanton BART Santa Rita Road	TFCA Award	Agreement Executed	Jan-14	11/8/13	Expenditure deadline Oct '15 Expenditures not complete Final Report due Jan '16
			\$ 180,000	Project Start	Dec-14	Jul-13	
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
14ALA04	Fremont	Arterial Management Stevenson Blvd	TFCA Award	Agreement Executed	Jan-14	2/4/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Jan '16
			\$ 76,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
14ALA05	Hayward	"A" Street Signal Upgrade and Coordination	TFCA Award	Agreement Executed	Jan-14	4/23/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Jan '16
			\$ 190,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
14ALA06	Oakland	Adeline St Bikeway Gap Closure	TFCA Award	Agreement Executed	Jan-14	3/20/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Jan '16
			\$ 51,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
14ALA07	Oakland	CityRacks Bicycle Parking Program Phase 10	TFCA Award	Agreement Executed	Jan-14	3/20/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Jan '16
			\$ 88,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
14ALA08	Alameda CTC	East Bay Greenway	TFCA Award	Agreement Executed	Jan-14	7/1/13	Expenditure deadline Oct '15 Expenditures not complete Final Report due Jan '16
			\$ 142,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
14ALA09	Pleasanton	Pleasanton Trip Reduction Program (FYs 13/14 and 14/15)	TFCA Award	Agreement Executed	Jan-14	3/20/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Sept '15
			\$ 118,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
14ALA10	San Leandro	San Leandro LINKS Shuttle (FYs 13/14 and 14/15)	TFCA Award	Agreement Executed	Jan-14	3/20/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Sept '15
			\$ 60,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
14ALA11	AC Transit	Route 51 Transit Signal Priority (TSP)	TFCA Award	Agreement Executed	Jan-14	4/23/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Jan '16
			\$ 123,821	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
				Final Reimbursement	12/31/16		

# TFCA County Program Manager Fund

## At Risk Report

Report Date: May 31, 2014

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed (Date or Y/N)	Notes
GREEN ZONE (Milestone deadline beyond 7 months), continued							
14ALA12	Alameda CTC	Alameda County Guaranteed Ride Home and Transportation Demand Management Services Information (FYs 13/14 and 14/15)	TFCA Award	Agreement Executed	Jan-14	7/1/13	Expenditure deadline Oct '15 Expenditures not complete FMR due Jan '16
			\$ 270,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
				Final Reimbursement	12/31/16		
14ALA13	Cal State - East Bay	Second BART to Campus Shuttle (FY 13/14)	TFCA Award	Agreement Executed	Jan-14	1/27/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Sept '14
			\$ 130,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
				Final Reimbursement	12/31/16		
14ALA14	LAVTA	Rte 53 Ace to BART Shuttle (FYs 13/14 and 14/15)	TFCA Award	Agreement Executed	Jan-14	1/21/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Sept '15
			\$ 120,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
				Final Reimbursement	12/31/16		
14ALA15	LAVTA	Rte 54 Ace to BART Shuttle (FYs 13/14 and 14/15)	TFCA Award	Agreement Executed	Jan-14	1/21/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Sept '15
			\$ 47,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
				Final Reimbursement	12/31/16		
Completed Projects (will be removed from the next monitoring report)							
09ALA07	AC Transit	Easy Pass Transit Incentive Program	TFCA Award	Agreement Executed	1/7/10	12/03/09	1st extension approved Oct '11 Expenditures complete Final Invoice paid \$14,297 relinquished Final Report received
			\$ 350,000	Project Start	Sep-09	Nov-09	
			TFCA Expended	Expend Deadline Met?	01/13/13	Yes	
			\$ 335,703	Final Report	Apr-13	Apr-13	
				Final Reimbursement	01/31/14	Mar-14	
11ALA06	Fremont	North Fremont Arterial Management	TFCA Award	Agreement Executed	1/5/12	01/04/12	Expenditures complete Final Invoice paid \$84,170 relinquished Final Report received
			\$ 256,000	Project Start	Dec-12	Nov-12	
			TFCA Expended	Expend Deadline Met?	11/14/13	Yes	
			\$ 171,830	Final Report	Feb-14	Feb-14	
				Final Reimbursement	12/31/14	Mar-14	
11ALA03	Albany	Buchanan Bike Path	TFCA Award	Agreement Executed	1/5/12	06/01/12	Expenditures complete Final Invoice paid Final Report received
			\$ 100,000	Project Start	Dec-12	Oct-12	
			TFCA Expended	Expend Deadline Met?	11/14/13	Yes	
			\$ 100,000	Final Report	Feb-14	Mar-14	
				Final Reimbursement	12/31/14	04/30/14	
11ALA13	Alameda CTC	Alameda County Guaranteed Ride Home (GRH) Program (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	07/05/11	Expenditures complete Final Invoice paid \$10,904.12 relinquished Final Report received
			\$ 245,000	Project Start	Dec-12	Jan-12	
			TFCA Expended	Expend Deadline Met?	11/14/13	Yes	
			\$ 234,096	Final Report	Feb-14	Feb-14	
				Final Reimbursement	12/31/14	May-14	
12ALA02	Pleasanton	Pleasanton Trip Reduction Program (FY 12/13)	TFCA Award	Agreement Executed	2/1/13	2/6/13	Expenditures complete Final Invoice paid Final Report received
			\$ 57,507	Project Start	Dec-13	Jul-12	
			TFCA Expended	Expend Deadline Met?	10/17/14	Yes	
			\$ 57,507	Final Report	Jan-14	Feb-14	
				Final Reimbursement	12/31/15	Apr-14	

### Report Milestone Notes

Agreement Executed = Date TFCA Agreement executed by Alameda CTC  
 Project Start = Date of project initiation  
 Expend Deadline Met? = Expenditures were completed by established deadline (Yes/No)  
 Final Report = Date final project report received by Alameda CTC  
 Final Reimbursement = Date final invoice paid by Alameda CTC

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# Memorandum

6.10

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** June 19, 2014

**SUBJECT:** Transportation Fund for Clean Air (TFCA) FY 2014-15 Program

**RECOMMENDATION:** Receive an update on the TFCA FY 2014-15 Applications received.

## Summary

Applications for FY 2014-15 Transportation Fund for Clean Air (TFCA) County Program Manager funding were due on May 12, 2014. Attachment A provides a summary of the applications received to date. Of the approximately \$3.35 million of TFCA funding available for projects this year, \$2.32 million has been requested leaving an unrequested balance of \$1.03 million. Staff is currently evaluating the applications received and a FY 2014-15 program recommendation is scheduled to be brought to the Commission in July 2014.

## Background

TFCA funding is generated by a four dollar vehicle registration fee collected by the Bay Area Air Quality Management District (Air District). Projects that result in the reduction of motor vehicle emissions are eligible for TFCA. Eligible projects are to achieve "surplus" emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle lanes and lockers, signal timing and trip reduction programs. As the TFCA Program Manager for Alameda County, the Alameda CTC is responsible for annually programming 40 percent of the four dollar vehicle registration fee that is collected in Alameda County for this program. Five percent of new revenue is set aside for the Alameda CTC's administration of the TFCA program. Per the Alameda CTC TFCA Guidelines, 70 percent of the available funds are to be allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30 percent of funds are to be allocated to transit-related projects on a discretionary basis.

A jurisdiction may borrow against its projected future share in order to receive more funds in the current year, which can help facilitate the required annual programming of all available funds. Projects proposed for TFCA funding are required to meet the eligibility and cost-effectiveness requirements of the TFCA program.

### **Next Steps**

The TFCA Expenditure Plans for FY 2014-15 are scheduled to be approved by the Air District Board in late May 2014. Subsequently, the Alameda CTC will enter into a funding agreement with the Air District and will have six months to submit a Commission-approved program of eligible projects. After this six-month period, any funds that remain un-programmed may be programmed directly by the Air District. An initial FY 2014-15 program is scheduled for consideration by the Commission in July 2014. Staff will continue to work with ACTAC Representatives to identify potential projects and evaluate requests for funding until all available funds are programmed.

**Fiscal Impact:** TFCA funding is made available by the Air District and costs associated with projects and the Alameda CTC's administration of the TFCA program are included in the Alameda CTC's 2014-15 budget.

### **Attachments**

- A. FY 2014-15 TFCA Application Summary

### **Staff Contacts**

[Jacki Taylor](#), Program Analyst

[Matt Todd](#), Principal Transportation Engineer

## TFCA County Program Manager Fund, FY 2014-15 Application Summary

Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Share	Notes
<b>70% Cities/County Share</b>						
Berkeley	Bay Area Bike Share Expansion to Berkeley	Expand the regional Bay Area Bike Share program to the City of Berkeley. Berkeley's Bike Share service area will consist of 400 bicycles circulating among 34 stations in an area including Downtown Berkeley, UC Berkeley, Upper Shattuck Avenue, North Berkeley, West Berkeley, Lower Adeline Avenue, Telegraph Avenue Corridor, College Avenue Corridor and will be contiguous with Oakland's planned service area.	\$ 3,574,000	\$ 317,000	\$ 263,708	Requires Air District approval of an exception to TFCA CPM Policy #7, due to request for 5-year operations period.
Dublin	Village Parkway Bike Lanes and Bicycle Detection	Install Class 2 bike lanes on Village Parkway from Dublin Boulevard to Amador Valley Boulevard, including enhanced bicycle detection at Amador Valley Boulevard and Dublin Boulevard intersections and a protected left-turn phase on Village Parkway at Brighton Drive.	\$ 120,000	\$ 100,000	\$ 240,249	
Fremont	Downtown Fremont Arterial Management	Signal timing and coordination of the three busiest corridors in the City of Fremont. The three corridors consist of Mowry Avenue, Stevenson Boulevard, and Fremont Boulevard from downtown Fremont to I-880. Project will upgrade existing traffic signal equipment and add new equipment to enhance the operation of traffic signal coordination and traffic monitoring system.	\$ 440,000	\$ 440,000	\$ 534,614	
Oakland	Oakland Broadway "B" Shuttle Peak Hour Operations	The Free Broadway Shuttle (the "B") operates between the Jack London Oakland Amtrak Station and Grand Avenue at 11-16 minute frequencies. The TFCA request is for the eligible peak hour service for FY 2014-15.	\$ 769,441	\$ 41,487		
Oakland	Bay Area Bike Share Expansion to Oakland	Expand the regional Bay Area Bike Share program to the City of Oakland. Oakland's Bike Share service area will consist of 700 bicycles circulating among 70 stations in an area including Downtown Oakland, Lake Merritt neighborhoods, Telegraph Ave corridor, Broadway corridor, West Oakland, Jack London Square, and Fruitvale and will be contiguous with Berkeley's planned service area.	\$ 6,963,000	\$ 579,600	\$ 746,565	Requires Air District approval for an exception to TFCA CPM Policy #7, due to request for 5-year operations period.
<b>Subtotal Cities/County (70%) Requested</b>				<b>\$ 1,478,087</b>		
TFCA 70% Available				\$ 2,643,536		
Difference				\$ 1,165,449		

Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Share	Notes
<b>30% Transit Discretionary Share</b>						
AC Transit	Zero-Emission Bus Purchase for Broadway Shuttle	Purchase of six zero-emissions buses to replace the fleet for the Oakland Broadway Shuttle service. The TFCA funds will provide local match to FTA funds that are covering the incremental cost of the zero-emissions buses over hybrid-electric buses.	\$ 8,200,000	\$ 405,000	N/A	
CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Peak Hour Operations	FY 14/15 operations for second shuttle between California State University East Bay and the Hayward BART Station, 10am - 7 pm, M-F.	\$ 536,000	\$ 159,000	N/A	
LAVTA	Route 8 Peak Hour Operations	Route 8 serves the Pleasanton area, connecting BART, ACE, educational, residential and commercial destinations (TFCA request is for two FYs, 2014-15 & 2015-16).	\$ 114,000	\$ 84,000	N/A	
LAVTA	Route 12 Peak Hour Operations	Route 12 serves the Cities of Dublin, Livermore and Pleasanton, spanning the Tri-Valley East to West, and connecting BART, ACE, educational, residential and commercial destinations (TFCA request is for two FYs, 2014-15 & 2015-16).	\$ 210,000	\$ 128,000	N/A	
LAVTA	Route 15 Peak Hour Operations	Route 15 serves the City of Livermore, providing a vital connection between residential, commercial and regional transit destinations (TFCA request is for two FYs, 2014-15 & 2015-16).	\$ 120,000	\$ 66,000	N/A	
<b>Subtotal Transit Discretionary (30%) Requested</b>				<b>\$ 842,000</b>		
TFCA 30% Available				\$ 704,580		
Difference				\$ (137,420)		

TFCA Category	Amount Available	Amount Requested	Difference
<b>Subtotal 70% Cities/County</b>	\$ 2,643,536	\$ 1,478,087	\$ 1,165,449
<b>Subtotal 30% Transit Discretionary</b>	\$ 704,580	\$ 842,000	\$ (137,420)
<b>Totals</b>	<b>\$ 3,348,116</b>	<b>\$ 2,320,087</b>	<b>\$ 1,028,029</b>

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# Memorandum

6.11

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** June 19, 2014

**SUBJECT:** State Route 84 Widening - Pigeon Pass to I-680 Project (PN 780.0): Preliminary Design and Environmental Studies

**RECOMMENDATION:** 1) Authorize the release of a Request for Proposal (RFP) for Preliminary Design and Environmental Studies, and 2) Authorize the Executive Director, or a designee of the Executive Director, to negotiate and execute a Professional Services Agreement for Preliminary Design and Environmental Studies

## Summary

The City of Livermore is the sponsor of the State Route 84 Widening – Pigeon Pass to I-680 Project (PN 780.0) which proposes to widen State Route 84 (SR 84) between Pigeon Pass and I-680. The Tri-Valley Transportation Council (TVTC) allocated \$2.94 million Tri-Valley Transportation Development Fee (TVTDF) funds at their July 2013 meeting for the Project Approval and Environmental Document (PA&ED) phase of the project. Alameda CTC will be the implementing agency for the PA&ED phase and will retain a qualified firm to provide Preliminary Design and Environmental Studies for obtaining Project Approval and the approval of Environmental Document. A Cooperative Agreement, approved by the Commission on January 23, 2014, between the City of Livermore and Alameda CTC will transfer \$2.94 million TVTDF funds to Alameda CTC for implementing the PA&ED phase.

## Background

In 2003, a Project Study Report (Project Development Support) PSR (PDS) sponsored by TVTC identified several improvement projects along SR 84 to widen the corridor to expressway standards between I-680 and I-580 that could be constructed in stages as funding became available. Several of these projects have already been completed including:

- Construction of the Isabel Avenue – 84/I-580 Interchange – completed in 2012.
- Widening of SR 84 between Airway Boulevard and Jack London Boulevard – completed in 2012.
- Re-alignment of the Isabel/Vallecitos intersection – completed in 2009.
- Construction of the northbound and southbound Pigeon Pass climbing lanes – completed in 2008.

The following three projects have yet to be completed:

- Widening of SR 84 from Jack London Boulevard to north of Concannon Boulevard – currently in construction with estimated completion in 2014.
- Widening of SR 84 from north of Concannon Boulevard to Ruby Hills Drive – currently in the design and right of way acquisition phases with estimated construction completion in 2017.
- Widening of SR 84 between Pigeon Pass and I-680 – Authorization to begin project development work is sought under this action.

The TVTC allocated \$2.94 million TVTDF funds at their July 2013 meeting for PA&ED work. A Cooperative Agreement between the City of Livermore and Alameda CTC to transfer \$2.94 million TVTDF funds to the Alameda CTC has been executed. Upon Commission approval, a Request For Proposals (RFP) for professional services to perform PA&ED phase is expected to be issued in July 2014, and subsequent contract execution in September 2014. The estimated duration to complete the PA&ED phase is two years.

**Fiscal Impact:** This action will authorize the encumbrance of project funding for subsequent expenditure. Funding is included in the FY 14-15 budget and in the project funding plan and the necessary funding agreements are executed.

#### **Staff Contact**

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

[Gary Sidhu](#), Project Controls Team



# Memorandum

6.12

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** June 19, 2014

**SUBJECT:** I-680 Southbound Express Lane (PN 950.0) – Contract Amendments to the Professional Services Agreements with Novani LLC (Agreement No. A09-028), Electronic Transaction Consultants Corporation (Agreement No. A08-001) and CDM Smith (Agreement No. A04-007)

**RECOMMENDATION:** Approve and authorize the Executive Director to execute amendments for the following Professional Services Agreements in support of the Operations and Maintenance of the I-680 Southbound Express Lane:

- 1) Amendment No. 5 to Agreement No. A09-028 with Novani, LLC for a not-to-exceed amount of \$75,000 and a one-year time extension;
- 2) Amendment No. 2 to Agreement No. A08-001 with Electronic Transaction Consultants Corporation for a not-to-exceed amount of \$800,000 and a one-year time extension, with the option to extend for one additional year for a not-to-exceed amount of \$1,000,000, subject to I-680 Sunol Smart Carpool Lane Joint Powers Authority approval of FY 2015-16 Operating Budget; and
- 3) Amendment No. 9 to Agreement No. A04-007 with CDM Smith for a one-year time extension.

## Summary

The Southbound I-680 Express Lane Project opened to traffic in September 2010 and accepted the final systems from the System Integrator on April 30, 2012. The Alameda CTC, acting as the managing agency of the I-680 Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA), has since moved the project into the operation and maintenance phase. The FY 2014-15 will be the third year when the toll funds will support a significant portion of the Project's operating expenses, while part of the expenses will be subsidized by Project grant funds.

## Background

Novani, LLC has been assisting the agency with IT technical, hardware and communication support and hosting the servers for the Toll Data Center (TDC), where all

traffic data from the Project are sent and processed through the dynamic pricing algorithm application. The TDC also hosts the servers for the East Bay Smart Corridor where all traffic data is sent and processed before it is sent back to the cities. The servers are placed in a secured, environmentally controlled and structurally sound building with 24 hour power supply and communication redundancy.

As agency's toll operator since the I-680 Southbound Express lane facility opened to traffic in September 2010, Electronic Transaction Consultants Corporation (ETCC) has been providing field operations and maintenance (O&M) support services that include field preventive and routine maintenance services for the electronic equipment, back office technical support for hardware and software, and software licensing to operate the express lane.

The agency has been utilizing consultant services for the specialized system management and operations services. CDM Smith (previously known as Wilbur Smith Associates) staff has been retained to provide these specialized services through an on-call contract for specialized analysis of toll/revenue data and presenting Project and Industry trends to the Sunol JPA.

*Action 1:*

Novani, LLC has been providing services since 2009 and their staff services are necessary for continuing the toll operations. Amendment No. 5 to the Agreement (A09-028) with Novani, LLC will: 1) extend the term of the Agreement for one year, from July 1, 2014 to June 30, 2015, and, 2) include additional compensation for its continued services in FY 2014-15, in the amount of \$75,000, for a total not to exceed amount of \$294,100 (Attachment A, Table A). The time extension and additional compensation are needed to provide IT technical, video camera support, hardware and communication support, in addition to host the computer servers for the Project's Toll Data Center at the Server Center.

*Action 2:*

ETCC has been providing services since 2008 and their staff services are necessary for field maintenance, back office, and remote support for the dynamic pricing application. Amendment No.2 will include time extension and additional compensation needed for the 4<sup>th</sup> and 5<sup>th</sup> Year O&M services. Compensation for the 4<sup>th</sup> Year O&M services is included in the Sunol JPA's Fiscal Year 2014-15 Operating Budget. Compensation for the 5<sup>th</sup> Year O&M services (\$1,000,000) and additional one year time extension are subject to the approval of the Fiscal Year 2015-16 Sunol JPA Operating Budget.

Amendment No. 2 to the Agreement (A08-001) with ETCC will: 1) extend the term of the Agreement for two years, from July 1, 2014 to June 30, 2016, and, 2) include additional compensation for its continued services in FY 2014-15, in the amount of \$800,000 and



\$1,000,000 for an optional FY 2015-16 O&M services, for a total not to exceed amount of \$9,364,219 (Attachment A, Table B).

*Action 3:*

CDM Smith (Wilbur Smith) previous tasks included validation of the System Integrator dynamic pricing algorithm for its capability to meet the contract's requirements and the development of the Express Lane Operations Manual needed to document all policies, procedures, parameters, functional requirements of how the express lane operates, along with industry best practices. The time extension will provide on-call services for specialized analysis of toll/revenue data and presenting Project and Industry trends to the Sunol JPA. Amendment No. 9 to Consultant Services Agreement (A04-007) with CDM Smith (Wilbur Smith Associates) will: 1) extend the term of the Agreement for one year, from July 1, 2014 to June 30, 2015 (Attachment A, Table C). The time extension will be utilized to provide on-call services for specialized analysis of toll/revenue data and presenting Project and Industry trends to the Sunol JPA.

A summary of amendments is provided as Attachment A to this item.

**Fiscal Impact:**

- 1) Amendment No. 5 to the Agreement No. A09-028 with Novani, LLC will authorize the encumbrance of \$75,000 of Measure B funds. This encumbrance amount has been included in the Alameda CTC Adopted FY 2013-2014 Operating and Capital Program Budget.
- 2) Amendment No. 2 to the Agreement No. A08-001 with ETCC will authorize the encumbrance of \$800,000 of toll revenue funds included in the Sunol JPA's FY2014-15 Operating Budget, and additional \$1,000,000 is subject to FY2015-16 Budget approval by Sunol JPA.
- 3) There is no fiscal impact to Amendment No. 9 to Consultant Services Agreement No. A04-007 with CDM Smith (Wilbur Smith Associates).

**Attachments**

- A. Summary of Amendments

**Staff Contact**

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

[Arun Goel](#), Express Lane Operations

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**Attachment A: Summary of Amendments**

<b>Table A: Summary of Agreement #A09-028 Novani LLC</b>			
<b>Contract Status</b>	<b>Work Description</b>	<b>Value</b>	<b>Total Value</b>
Original Contract January 2010	Provide technical assistance with Project systems	\$23,800.00	\$23,800.00
Amendment No. 1 April 2010	Extend the term of the original agreement by 15 months, no additional compensation.	\$0	\$23,800.00
Amendment No. 2 June 2011	Host computer server (collocation) for Project traffic/revenue data management	\$57,300.00	\$81,100.00
Amendment No. 3 June 2012	Host computer server (collocation) for Project traffic/revenue data management & dashboard reporting upgrades	\$67,000.00	\$148,100.00
Amendment No. 4 May 2013	Host computer server (collocation) for Project traffic/revenue data management & dashboard reporting upgrades	\$71,000.00	\$219,100.00
Proposed Amendment No. 5 June 2014	Host computer server (collocation) for Project traffic/revenue data management, cameras & dashboard reporting upgrades	\$75,000.00	\$294,100.00
<b>Total Amended Contract Not to Exceed Amount</b>			<b>\$294,100.00</b>

<b>Table B: Summary of Agreement #A08-001 Electronic Transaction Consultants Corporation</b>			
<b>Contract Status</b>	<b>Work Description</b>	<b>Value</b>	<b>Total Value</b>
Original Contract December 2008	Provide system integrator phase services, including development of the toll system and installation of toll equipment	\$7,364,219.00	\$7,364,219.00
Amendment No. 1 May 2013	Provide 3rd year of maintenance and operation	\$200,000.00	\$7,564,219.00
Proposed Amendment No. 2 June 2014	Provide 4th year of maintenance and operation	\$1,800,000.00	\$9,364,219.00
<b>Total Amended Contract Not to Exceed Amount</b>			<b>\$9,364,219.00</b>

<b>Table C: Summary of Agreement #A04-007 CDM Smith (Wilbur Smith)</b>			
<b>Contract Status</b>	<b>Work Description</b>	<b>Value</b>	<b>Total Value</b>
Original Contract December 2004	Provide advice on toll systems and facilitate civil design	\$647,365.00	\$647,365.00
Amendment No. 1 July 2007	Provide additional toll system management services	\$193,836.00	\$ 841,201.00
Amendment No. 2 September 2008	Provide system integrator phase services, including selection of an completing detail design documentation	\$45,000.00	\$ 886,201.00
Amendment No. 3 August 2009	Provide system management oversight services, pre-operational field testing conducted by the system integrator	\$249,620.00	\$1,135,821.00
Amendment No. 4 May 2010	Provide revenue forecasting and continued system management oversight services	\$350,000.00	\$1,485,821.00
Amendment No. 5 April 2011	Provide systems operations and performance monitoring, testing for system acceptance	\$400,000.00	\$1,885,821.00
Amendment No. 6 January 2012	Provide systems oversight, final system acceptance and maintenance/operation monitoring services	\$178,000.00	\$2,063,821.00
Amendment No. 7 June 2012	Provide oversight on system maintenance and operation data manipulation	\$144,000.00	\$2,207,821.00
Amendment No. 8 May 2013	Provide oversight on system maintenance and operation data manipulation	\$50,000.00	\$2,257,821.00
Proposed Amendment No. 9 June 2014	On Call Services/Time Extension - Provide oversight on system maintenance and operation data manipulation	\$0.00	\$2,257,821.00
<b>Total Amended Contract Not to Exceed Amount</b>			<b>\$2,257,821.00</b>

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# Memorandum

6.13

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** June 19, 2014

**SUBJECT:** Alameda CTC Proposed Consolidated budget and Overall Work Program for FY2014-15

**RECOMMENDATION:** Approve the Alameda CTC proposed consolidated budget for FY2014-15 and receive the Overall Work Program for FY2014-15

## Summary

### FY2014-15 Consolidated Budget

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 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 23<sup>rd</sup> & 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.

#### Overall Work Program for FY2014-15

The purpose of the Overall Work Program for FY2014-15 (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 FY2014-15 OWP also serves as a guide to focus agency staff efforts and resources on critical core activities to ensure efficiency.

The 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 FY2014-15 Proposed Budget, are provided alongside the prior fiscal year's adopted budget in the FY2014-15 OWP for comparative purposes.

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

#### **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.

The FY2014-15 OWP 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 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 FY2014-15 OWP as part of the mid-year budget update process later in the fiscal year.

#### 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 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 Proposed Consolidated Budget
- B. Congestion Management FY2014-15 Proposed Capital Projects Budget
- C. 2000 Measure B Sales Tax FY2014-15 Proposed Capital Projects Budget
- D. 1986 Measure B Sales Tax FY2014-15 Proposed Capital Projects Budget
- E. 2000 Measure B Sales Tax FY2014-15 Proposed Budget Limitations Calculations
- F. Alameda CTC Proposed Overall Work Program for FY2014-15

## Staff Contact

[Patricia Reavey](#), Director of Finance

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

	General Funds	Special Revenue Funds	Exchange Fund	Debt Service Fund	Capital Project Funds	Inter-Agency Adjustments/ Eliminations	Total
<b>Projected Beginning Fund Balance</b>	\$ 23,081,829	\$ 18,698,051	\$ 1,338,164	\$ 20,335,856	\$ 213,432,928	- \$	\$ 276,886,828
<b>Revenues:</b>							
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
<b>Expenditures:</b>							
Administration							
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
Planning							
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
Programs							
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
Capital Projects							
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							
<b>Total Expenditures</b>	16,521,030	92,699,080	6,415,367	5,653,839	174,851,332	(31,108,187)	265,032,461
<b>Net Change in Fund Balance</b>	2,351,971	(4,721,064)	65,676	(5,653,839)	(68,160,184)	-	(76,117,440)
<b>Projected Ending Fund Balance</b>	\$ 25,433,800	\$ 13,976,987	\$ 1,403,840	\$ 14,682,017	\$ 145,272,744	- \$	\$ 200,769,388

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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 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
Marina 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>

1- The total of the proposed FY2014-15 Capital Budget column is the amount included in the Capital Projects section of the Alameda CTC consolidated budget. Rollover balances are not pulled to the consolidated budget because they are included in the projected beginning fund balance. The projected beginning fund balance will be updated to actual based on FY2013-14 audited financial statements during the midyear budget update process. The Alameda CTC consolidated midyear budget update will include the total proposed FY2014-15 capital budget with rollover.

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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	\$ -	\$ -

1- The total of the proposed FY2014-15 Capital Budget column is the amount included in the Capital Projects section of the Alameda CTC consolidated budget. Rollover balances are not pulled to the consolidated budget because they are included in the projected beginning fund balance. The projected beginning fund balance will be updated to actual based on FY2013-14 audited financial statements during the midyear budget update process. The Alameda CTC consolidated midyear budget update will include the total proposed FY2014-15 capital budget with rollover.

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

<b>Project Name</b>	<b>Project #</b>	<b>Estimated FY 2013-14 Rollover to FY 2014-15</b>	<b>Proposed FY 2014-15 Capital Budget</b>	<b>Proposed FY 2014-15 Capital Budget w/ Estimated Rollover</b>
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>

1- The total of the proposed FY2014-15 Capital Budget column is the amount included in the Capital Projects section of the Alameda CTC consolidated budget. Rollover balances are not pulled to the consolidated budget because they are included in the projected beginning fund balance. The projected beginning fund balance will be updated to actual based on FY2013-14 audited financial statements during the midyear budget update process. The Alameda CTC consolidated midyear budget update will include the total proposed FY2014-15 capital budget with rollover.

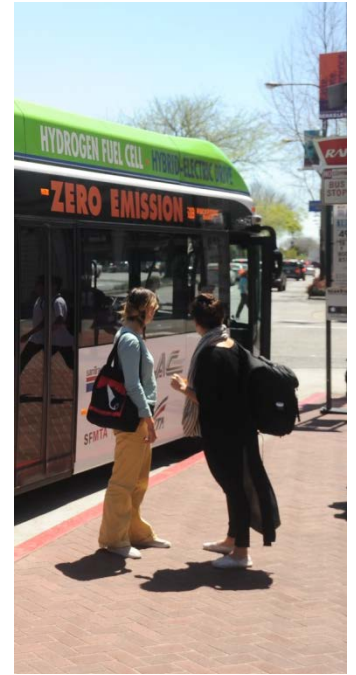
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**2000 Measure B Sales Tax  
Fiscal Year 2014-2015  
Proposed Budget Limitation Calculations**

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	

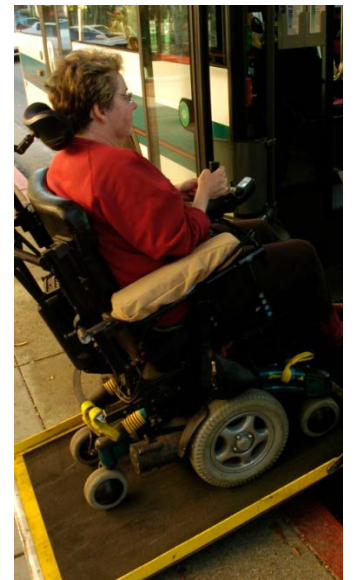
*\* Sales tax reauthorization ballot costs budgeted in the amount of \$1.4 million are not included in other administrative costs. They will be paid from prior year excess administrative costs limitation calculation balances.*

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FISCAL YEAR 2014-2015

## Draft Overall Work Program



Alameda County Transportation Commission  
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510.208.7400 • [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

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## Alameda County Transportation Commission Overall Work Program for Fiscal Year 2014-2015

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## Section 1. Introduction and Purpose

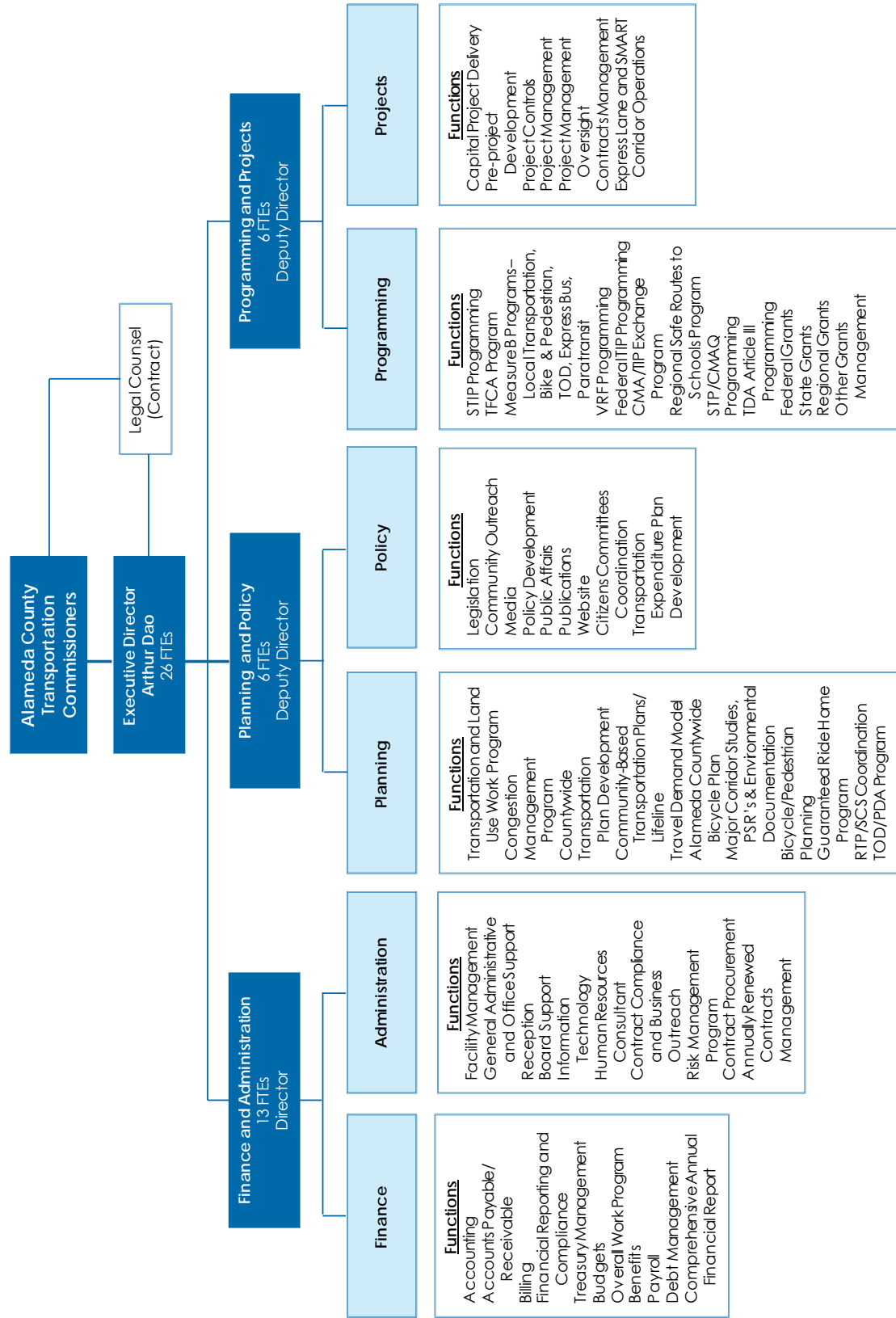
- A. **Alameda CTC:** The Alameda County Transportation Commission (Alameda CTC) manages the county's voter-mandated transportation expenditure plans and serves as the county's congestion management agency. Members of the Alameda CTC include Alameda County, the 14 cities in Alameda County, Alameda-Contra Costa Transit (AC Transit) and the San Francisco Bay Area Rapid Transit (BART) District. On average, Alameda CTC delivers \$160 million each year in transportation improvements through transportation planning and programming; program and project delivery; and legislation and policies to support congestion relief, mobility and accessibility by carrying on the efforts of the three former agencies, Alameda County Congestion Management Agency (ACCMA), Alameda County Transportation Improvement Authority (ACTIA) and Alameda County Transportation Authority (ACTA):
1. **ACCMA:** As the congestion management agency (CMA) for Alameda County, the ACCMA was originally tasked with coordinating land use, air quality and transportation planning, and programming transportation funds from a variety of sources. The CMA's duties also included preparation of a Congestion Management Program and a Countywide Transportation Plan.
  2. **ACTIA:** As the manager of Alameda County's current transportation sales tax funds, Measure B, ACTIA was responsible for implementing the Measure B programs and capital projects in Alameda County, as approved by voters in 2000. The sales tax authorized by the 2000 Measure B will be in effect for 20 years; sales tax collection began on April 1, 2002 and will extend through March 31, 2022.
  3. **ACTA:** As the manager of Alameda County's transportation sales tax funds accumulated from the prior Measure B, which expired in 2002, ACTA was responsible for implementing the initial Measure B programs and capital projects in Alameda County, as approved by voters in 1986. This sales tax measure was effective for 15 years. Sales tax collections began on April 1, 1987 and expired on March 31, 2002.
- B. **Mission:** Alameda CTC's mission is to plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.
- C. **Purpose:** The fiscal year 2014-2015 (FY2014-15) Overall Work Program guides the agency's efforts which the following teams will implement:
1. Planning and Policy
  2. Programming and Programs
  3. Capital Projects
  4. Operations
  5. Finance and Administration

- D. **Organizational chart:** Alameda CTC's functional organization chart is updated on an annual basis or as needed due to staffing changes (refer to Figure 1 on the next page).
- E. **Commission and Committees:** Alameda CTC is governed by a 22-member Commission whose primary goal is to oversee the planning and funding of transportation investments throughout Alameda County. The Commission is composed of all five Alameda County Supervisors, two Oakland representatives, one representative from each of the other 13 cities in Alameda County, one AC Transit representative and one BART representative. Alameda CTC's Administrative Code guides the Commission's administrative actions and prescribes the powers and duties of Alameda CTC officers.

The Commission has four standing committees, one technical advisory committee and three community advisory committees.

1. **Finance and Administration Committee (FAC):** FAC members must be Commission members and are appointed by the Commission chair. The FAC's functions and authority include agency operations and performance; human resources and personnel policies and procedures; administrative code; salaries and benefits; procurement policies and procedures; procurement of administrative contracts; contract preference programs for entities such as local business enterprises, small business enterprises and disabled business enterprises; bid protests and complaints related to administrative contract procurement; annual budget and financial reports; investment policy and reports; audit reports, financial reporting, internal controls and risk management; and the annual work program.
2. **Planning, Policy and Legislation Committee (PPLC):** PPLC members must be Commission members and are appointed by the Commission chair. The PPLC's functions and authority include the Congestion Management Program; Countywide Transportation Plan; federal, state, regional and local transportation and land-use planning policies and studies; amendments to the 1986 Measure B Transportation Expenditure Plan and the 2000 Measure B Transportation Expenditure Plan; new transportation expenditure plans; amendments to the Vehicle Registration Fee (VRF) Expenditure Plan; transit oriented development and priority development area projects and programs; the annual legislative program; state and federal legislative matters; general and targeted outreach programs; and advisory committee performance and effectiveness.

Figure 1: Alameda CTC Functional Organizational Chart (April 2014)

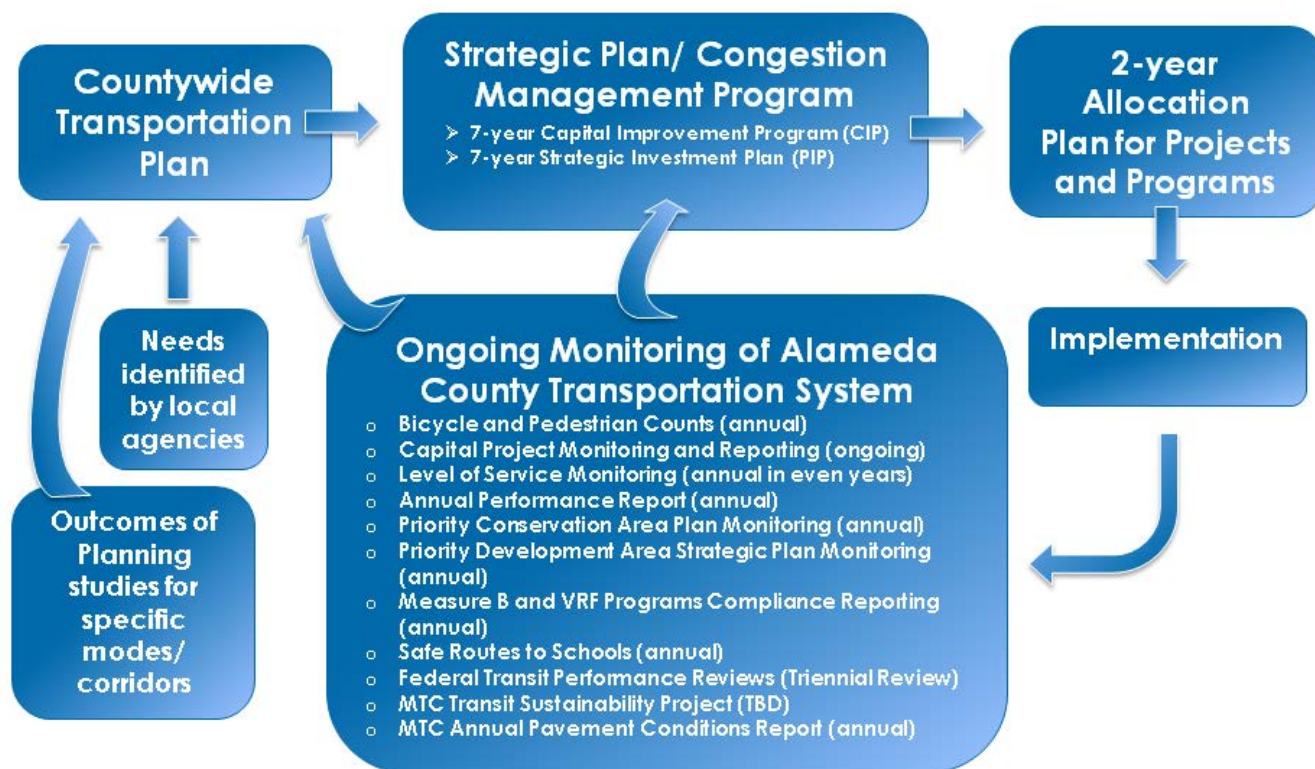


3. **Programs and Projects Committee (PPC):** PPC members must be Commission members and are appointed by the Commission chair. The PPC's functions and authority include local, state and CMA Transportation Improvement Program (TIP), Transportation Fund for Clean Air (TFCA), VRF programs and Expenditure Plan programs and projects; local, state and federally funded projects and funding programs; the annual strategic plan for programs and projects; funding requests from project sponsors and other eligible recipients; paratransit services programs and projects; bicycle and pedestrian programs and projects; funding allocations to various transportation programs and projects; eminent domain proceedings; environmental evaluations; contract procurement; good-faith efforts policies and procedures; and bid protests and complaints regarding engineering and construction contract procurement.
4. **I-580 Express Lanes Policy Committee (I-580 PC):** The I-580 PC's functions and authority are policy, management and operations of the I-580 Express Lanes in the Tri-Valley. The I-580 PC considers and recommends policies to the Commission for delivery and operation of the I-580 Express Lane facility on a regular basis and coordinates policies with the Metropolitan Transportation Commission (MTC) in relation to its Bay Area Express Lane network policies. The I-580 PC consists of the Commission chair and one representative from each of the following jurisdictions: Alameda County and the cities of Dublin, Livermore and Pleasanton.
5. **Alameda County Technical Advisory Committee (ACTAC):** The Alameda CTC executive director chairs the ACTAC, the technical advisory committee to Alameda CTC. Members provide technical expertise, analysis and recommendations related to transportation planning, programming and funding. ACTAC is composed of two staff representatives from each agency represented on the Commission (each city in Alameda County, the county, AC Transit and BART) and one staff representative from each of the following agencies: Altamont Commuter Express (ACE), Alameda CTC, Association of Bay Area Governments (ABAG), Bay Area Air Quality Management District (BAAQMD), the California Department of Transportation (Caltrans), the California Highway Patrol (CHP), Livermore Amador Valley Transit Authority (LAVTA), MTC, Port of Oakland, Union City Transit and the San Francisco Bay Area Water Emergency Transportation Authority (WETA).
6. **Bicycle and Pedestrian Advisory Committee (BPAC):** Established in 2002, BPAC makes recommendations to improve walking and biking in Alameda County. BPAC members advise Alameda CTC, staff and partner agency sponsors on capital projects, programs and plans during early development phases. All 11 members must be Alameda County residents and are appointed for a two-year term as follows: one per county supervisor (five total), one per county supervisor district as appointed by the Mayor's Conference (five total) and one to represent transit agencies as appointed by Alameda CTC.

7. **Citizens Watchdog Committee (CWC):** Established by the 2000 Measure B Expenditure Plan, the CWC reviews all 2000 Measure B expenditures on projects, programs and administration for compliance with the Transportation Expenditure Plan, including timely project delivery. The CWC reports its findings annually to the public. All 17 members must be Alameda County residents and are appointed for a two-year term as follows: one per district as appointed by the Board of Supervisors (five total), one per district as appointed by the Mayor's Conference (five total), one per the following representing organizations specified in the Transportation Expenditure Plan: Alameda County Economic Development Alliance for Business, Alameda County Labor Council, Alameda County Taxpayers' Association, Alameda County Paratransit Advisory and Planning Committee, Bike East Bay, League of Women Voters and the Sierra Club.
  8. **Paratransit Advisory and Planning Committee (PAPCO):** Established in 2002, PAPCO makes decisions on transportation funding for seniors and people with disabilities to address planning and coordination issues regarding paratransit services in Alameda County. PAPCO members advise Alameda CTC on the development and implementation of paratransit programs, including a grant program. All 22 members must be Alameda County residents who use transportation that supports seniors and people with disabilities. Members are appointed for a two-year term as follows: one per county supervisor (five total), one per city (14 total) and one per transit agency (AC Transit, BART, LAVTA and Union City Transit [City representative]). PAPCO is supported by a Paratransit Technical Advisory Committee (ParaTAC) composed of 2000 Measure B-funded paratransit providers in Alameda County.
- F. **Strategic Plan goals:** Alameda CTC's Strategic Planning and Programming Policy provides a comprehensive approach for programming and allocation of federal, state, regional and local funds to programs and projects that will present effective short- and long-term transportation solutions and is consistent with the vision and goals in the Countywide Transportation Plan. The policy integrates planning, programming and monitoring for capital improvements, addresses operations and maintenance needs in Alameda County and integrates all fund sources relevant to Alameda CTC (refer to Figure 2 on the next page). Overall Strategic Plan goals are to:
- fully integrate Alameda CTC business practices to further streamline agency planning, programming and delivery efforts;
  - ensure effective feedback loops into decision-making through planning, data collection and partnerships;
  - improve the public understanding of the benefits of projects and programs delivered by Alameda CTC; and
  - support an ongoing process of contracting opportunities that will support local jobs and economic development in Alameda County.



Figure 2: Alameda CTC Strategic Planning and Investment Policy Process



This flowchart illustrates the connection between the long term Countywide Transportation Plan, the medium term Strategic Plan/Congestion Management Program and the short term Allocation Plan



## Section 2. Budget

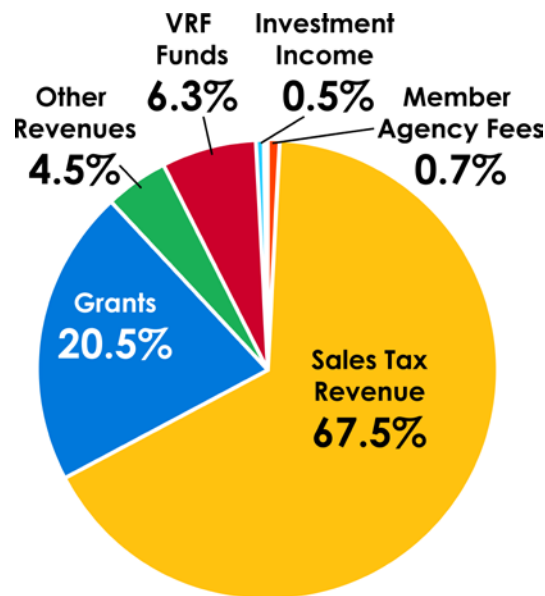
- A. **Overview:** Alameda CTC's FY2014-15 budget represents the allocation of resources to administration, planning, programming and programs and capital projects for the next fiscal year. A summarized version of the proposed FY2014-15 budget is compared to a summarized version of the adopted FY2013-14 budget in Table 1 below.

Table 1: Alameda CTC Proposed FY2014-15 Budget

	Adopted FY2013-14	Proposed FY2014-15
Projected Beginning Fund Balance	\$219,192,859	\$276,886,828
Total Revenues	381,580,072	188,915,020
Total Expenditures	(325,754,878)	(265,032,461)
Projected Ending Fund Balance	\$275,018,053	\$200,769,388

- B. **Revenue summary:** Alameda CTC receives two main categories of revenue, operating revenue and capital revenue. Operating revenue can come from local sources, bond proceeds and grants and other sources. Capital revenue can come from local sources, investment income, bond proceeds and grants and other sources. Alameda CTC's Finance and Administration Team monitors these revenue streams through billings and collections in accounts receivable and various other tracking processes (refer to Figure 3 below and Table 2 on page 13).

Figure 3: Alameda CTC Total Revenue



1. **Operating revenue** consists of:
  - a. **Sales tax revenue:** Of the projected sales tax revenue from 2000 Measure B, 61.7 percent is programmed to the General Fund for projects and programs implementation including 4.5 percent for administrative costs. Alameda CTC maintains a 1 percent cap on administrative staff costs.
  - b. **Member agency fees:** These fees are contributed by the member agencies and are generally used to pay the local match required for external funding sources for planning projects or to cover costs unallowable in the indirect cost allocation rate calculation.
  - c. **VRF revenue:** VRF revenue is programmed to the VRF Special Revenue Fund, 5 percent of which is set aside to pay for administration of the program. The VRF Expenditure Plan also allows for the following distributions:
    - Local Road Improvement and Repair Program (60 percent)
    - Local Technology (10 percent)
    - Transit for Congestion Relief (25 percent)
    - Bicycle and Pedestrian Access and Safety (5 percent)
  - d. **Bond proceeds:** Upon closing of the bond transaction in March 2014, the premium of \$20,335,856 received as bond proceeds was deposited in the Interest Fund with the trustee. Per the requirement in Alameda CTC's enabling legislation, Alameda CTC will use this premium to fund interest debt service on the bonds, which is reflected in the Debt Service Fund.
  - e. **Grants and other revenue:** Alameda CTC receives grants and other revenue from other funding sources, which can include federal, state, regional or local funds. The agency generally receives these funds on a reimbursement basis, so as expenses are incurred, Alameda CTC prepares an expense reimbursement request (or bill) and sends it to the funding agency for reimbursement in order to recognize the revenue in Alameda CTC's financial statements.
2. **Capital revenue** consists of:
  - a. **Sales tax revenue:** Of the projected sales tax revenue from 2000 Measure B, 38.3 percent is programmed to the Capital Projects Fund. Alameda CTC uses these funds to pay for the cost of projects authorized in the Transportation Expenditure Plan and programs and allocates the funds over time to ensure sustainability of the agency.
  - b. **Investment income:** Alameda CTC invests accumulated Measure B capital projects funds, along with excess amounts in all other funds, for the maximum return on investment possible within the restraints of the

Measure B program. In recent years, returns have been minimal in comparison to the amount of funds invested due to the very short-term investment period allowed, as the agency spends down balances and enters the market for a bond sale to fund the capital program through the end of 2000 Measure B in 2022, as well as the very low interest rate environment in the market.

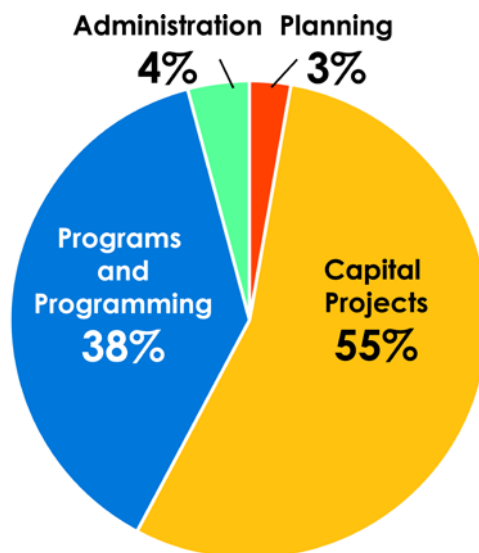
- c. **Bond proceeds:** Upon closing of the bond transaction in March 2014, the par amount of bond proceeds, net of closing costs, in the amount of \$136.6 million was deposited into the Project Fund with the trustee. Alameda CTC will use these proceeds to fund the 2000 Measure B capital program as authorized in the Transportation Expenditure Plan.
- d. **Grants and other revenue:** Alameda CTC receives grants and other revenue from other funding sources, which can include federal, state, regional or local funds. The agency generally receives these funds on a reimbursement basis, so as expenses are incurred, Alameda CTC prepares an expense reimbursement request (or bill) and sends it to the funding agency for reimbursement in order to recognize the revenue in Alameda CTC's financial statements.

Table 2: Alameda CTC Proposed FY2014-15 Revenue

Revenue Category	Adopted FY2013-14	Proposed FY2014-15
Sales Tax Revenue	\$120,000,000	\$127,500,000
Investment Income	472,000	865,000
Member Agency Fees	1,394,819	1,394,819
VRF Revenue	11,500,000	12,000,000
Bond Proceeds	157,480,856	-
Other Revenue	13,187,554	8,499,492
Grant Revenue	77,544,843	38,655,709
Total Revenue	\$381,580,072	\$188,915,020

- C. **Expenditure budget summary:** Alameda CTC has two main categories of expenditures: operating expenditures and capital expenditures. Operating expenditures can include costs related to administrative, planning, programs and programming activities. Capital expenditures can include capital costs related to capital projects and other costs related to administrative activities for those capital projects. Alameda CTC's Finance and Procurement Team monitors these expenditures by fund, project, phase and funding source in an extensive tracking system (refer to Figure 4 on the next page and Table 3 on page 15).

Figure 4: Alameda CTC Total Expenditures



1. **Operating expenditures** consist of:

- a. **Administration costs:** The costs incurred to run the agency including salaries and benefits, general office expenditures, other administration costs (such as legal fees and fees for computer support professionals) and Commission and community support.
- b. **Planning costs:** The costs to implement and prepare the many planning and monitoring documents required internally and on a regional level; these costs fall into various categories, including salaries and benefits, planning management and support, countywide transportation plans, the Congestion Management Program and other planning projects and grants.
- c. **Programs costs:** The costs to deliver programs include the costs to implement the many 2000 Measure B programs as well as programming various federal, state and local fund sources in Alameda CTC's role as the CMA for Alameda County.

2. **Capital expenditures** consist of:

- a. **Administration costs:** The costs incurred to administer the capital program including salaries and benefits, general office expenses, other administration costs (such as investment advisor fees) and Commission and community support.
- b. **Capital project costs:** Various types of expenditures for capital projects include salaries and benefits and the costs to fund the capital program, including scoping, environmental, design, right-of-way (ROW) support, ROW capital, utility relocation support and capital, construction support and capital, and other miscellaneous items.

Table 3: Alameda CTC Proposed FY2014-15 Expenditures

Expenditure Category	Adopted FY2013-14	Proposed FY2014-15
Administration	\$8,791,795	\$11,722,812
Planning	4,189,634	7,346,205
Programs and Programming	100,040,226	100,182,522
Capital Projects	212,733,225	145,780,921
Total Expenditures	\$325,754,879	\$265,032,461

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### Section 3. Alameda CTC Work Teams

- A. **Introduction:** Alameda CTC accomplishes its mission to plan, fund and deliver transportation programs and projects by relying on four work teams with expertise in their specific area. These teams are responsible for carrying out the agency's mission and for overseeing specific agency functions (refer to Section 1.B. for Alameda CTC's mission statement).
- B. **Work teams:** Prior to each fiscal year, work teams develop specific goals and objectives that support Alameda CTC's strategic plan. These goals and objectives are intended to be achieved throughout the upcoming fiscal year (refer to Section 1.F.). The teams allocate resources and budget for activities and develop schedules, assign tasks and track the progress against these tasks. The teams also regularly report on their progress to plan, fund and deliver transportation programs and projects to Alameda CTC's standing committees and community and technical advisory committees and to the Commission. For more detail about each team's activities in FY2014-15, refer to the corresponding section. Refer to Section 8 for information on staffing levels for each team.
1. **Planning and Policy Team:** This team leads the agency's planning efforts and coordinates with partner agencies, stakeholders and the public to develop short- and long-range plans. The team also leads Alameda CTC's policy development, legislation and public affairs, including internal and external communications (refer to Section 4).
  2. **Programming and Programs Team:** This team leads the distribution of funds for numerous transportation projects and programs from local, state and federal funding sources. The team also provides a number of transportation programs and services directly to the public (refer to Section 5).
  3. **Finance and Administration Team:** This team leads all financial activities and oversees administrative contracts and procurements, agency office administration, administrative support, human resources, information technology and risk management (refer to Section 6).
  4. **Capital Projects Team:** This team leads the Capital Projects Program, which is broken into two areas: implementing project sponsor and project management oversight. For the first area, Alameda CTC is the implementing project sponsor, and the team plans, monitors, delivers and reports on project investments. For the second area, other agencies are the implementing project sponsor, and the team provides project oversight and monitors and reports on investments. The team oversees the agency's Capital Improvement Program (CIP) (refer to Section 7).
- C. **Budget:** Each team prepared a proposed FY2014-15 budget request which the Finance and Administration team has reviewed, balanced and developed into an overall proposed budget for Alameda CTC. Refer to specific sections for budgets by team, which are part of Alameda CTC's overall agency budget. Refer to Table 4 on the next page, for proposed FY2014-15 staffing costs and other costs.

**Table 4: Alameda CTC Proposed FY2014-15 Staffing and Other Costs**

Category	Adopted FY2013-14	Proposed FY2014-15
Salaries and Benefits	\$3,974,712	\$3,826,130
Management and Support Contract Services	7,351,205	7,279,337
All Other Costs	314,428,962	253,926,994
Total Budget	\$325,754,879	\$265,032,461



## Section 4. Planning and Policy Team

- A. **Overview:** The Planning and Policy Team is responsible for all short- and long-range transportation planning for Alameda County, which provides the foundation for transportation funding decisions Alameda CTC makes. The team is also responsible for policy, legislation and public affairs.
- B. **Budget:** Refer to Table 5 below.

Table 5: Planning and Policy Team Budget Summary

Category	Adopted FY2013-14	Proposed FY2014-15
Salaries and Benefits	\$742,785	\$688,415
Management and Support Contract Services	1,222,334	517,865
All Other Costs	2,224,515	6,139,925
Total Budget	\$4,189,634	\$7,346,205

- C. **Planning:** Alameda CTC coordinates with regional partners such as MTC, ABAG and local partners, including local jurisdictions, in updating major plans and developing new plans for transportation in Alameda County and the region. The Planning and Policy Team also performs system monitoring and coordinates internally with staff on other teams to develop specific plans, performs technical analyses and coordinates communications and implementation.
- D. **Regional Transportation Plan/Plan Bay Area:** In FY2014-15, Alameda CTC will coordinate its planning efforts and modal plans (countywide transit, arterial, goods movement, bicycle and pedestrian and community based transportation plans) with the adopted Regional Transportation Plan (RTP) referred to as *Plan Bay Area*, which includes the Sustainable Communities Strategy (SCS) as required by Senate Bill 375 to reduce greenhouse gas emissions. In FY2014-15, regional agencies are anticipated to begin their update of the SCS/RTP, and the Planning and Policy Team will work closely with them on the update.
- Priority Development Area Investment and Growth Strategy (PDA IGS):** As required by MTC's *Plan Bay Area*, Alameda CTC is implementing the PDA IGS adopted in March 2013 that supports and encourages residential and commercial development in the region's PDAs in both the near- and long-term. The strategy also identifies priority conservation area issues and needs as well as growth opportunity areas. In FY2014-15, the Planning and Policy Team will continue to implement the PDA IGS.
  - Sustainable Communities Technical Assistance Program (SC-TAP):** This expanded technical assistance program for Alameda County jurisdictions provides significant support in the form of on-call consultant expertise for PDA planning and implementation, complete streets policy

implementation and bicycle and pedestrian planning and technical support. Jurisdictions may apply for consultant services for specific projects to complete a specific planning, environmental review or project scoping task. The selected consultant(s) performs work directly for project sponsors; however, Alameda CTC assumes a co-management role and is responsible for all contract administration and oversight activities, approving all consultant invoices and closely monitoring project budgets, scopes and schedules. In FY2014-15, the Planning and Policy Team will manage the contract and deliverables based on the final approved program.

- E. **Countywide multimodal plans:** In FY2014-15, Alameda CTC will continue work on developing, implementing and updating several multimodal plans that guide transportation development and funding decisions. In addition to developing the plans, the Planning and Policy Team will perform outreach to educate and receive input from the public, stakeholders and partner agencies about these plans.
1. **2014 Transportation Expenditure Plan (Plan):** Approved by the Commission in January 2014, this 30-year plan will nearly double investments in every city and throughout Alameda County for critical transportation infrastructure, maintenance and operations. It includes funding to expand BART, bus and commuter rail; keep fares affordable for seniors, youth and people with disabilities; provide traffic relief on streets and highways; improve air quality and provide clean transportation; and create good jobs within Alameda County. In FY2014-15, the Planning and Policy Team and Alameda CTC's executive director are presenting this plan to the Board of Supervisors to place a 30-year extension and augmentation of the existing transportation sales tax on the November 4, 2014 general election ballot. Prior to the election, the Planning and Policy Team will educate community organizations and the public about the plan and Alameda CTC's ongoing activities at events throughout Alameda County.
  2. **Countywide Transportation Plan (CWTP):** Approved by the Commission in June 2012, this long-range policy document guides transportation funding decisions for Alameda County's transportation system and lays out a strategy for meeting transportation needs for all users in Alameda County. It includes projects and other improvements for new and existing freeways (including investments that support goods movement), local streets and roads, public transit (paratransit, buses, BART, commuter rail and ferries) walking and bicycling infrastructure, as well as programs to support multimodal transportation investments throughout the county. Alameda CTC updates this plan every four years. In FY2014-15, the Planning and Policy Team will review countywide modal plans in preparation for the 2016 CWTP update.
  3. **Countywide Bicycle and Pedestrian Plans:** In 2012, Alameda CTC updated the 2006 plans, which built on local bicycle and pedestrian plans and stemmed from the CWTP. The goal of these updates was to reflect current bicycling and walking conditions, needs and priorities in Alameda County. In FY2014-15, Alameda CTC will continue to implement these plans as well as begin to prepare the Pedestrian and Bicycle Manual Counts Report that will be released in 2015.

- a. **Bicycle and Pedestrian Coordination:** In addition to plan development and implementation, Alameda CTC's Alameda County Bicycle and Pedestrian Coordinator leads coordination of bicycle and pedestrian efforts throughout the county, including managing the Bicycle and Pedestrian Advisory and Planning Committee and subcommittees and the Pedestrian and Bicycle Working Group. In addition, the coordinator oversees bicycle and pedestrian outreach, educational campaigns and other activities such as the Association of Pedestrian and Bicycle Professionals monthly webinar series.
  4. **Countywide Goods Movement Plan:** As part of this planning effort, Alameda CTC has developed a Bay Area Goods Movement Collaborative that will set the stage for future collaboration, policy development and advocacy with partners to improve freight and goods movement in Northern California. The collaborative will provide input on a long-range Countywide Goods Movement Plan that will guide development of the transportation infrastructure needed to support goods movement in Alameda County, including identifying short- and long-range transportation investment needs. In FY2014-15, Alameda CTC will continue development of this plan.
  5. **Countywide Transit Plan:** This new plan tiers from the ongoing regional Transit Sustainability Project effort to identify needs and priorities. It will enable Alameda County's jurisdictions and transit providers to better align transit, land use and economic development goals and objectives and will ultimately identify near- and long-term transit capital and operating priorities in the county. In FY2014-15, Alameda CTC will continue development of this plan.
  6. **Countywide Multimodal Arterial Plan:** This new plan will maximize mobility and management of regionally significant arterial corridors. It will provide a framework for the integrated management of major arterial corridors to support all modes and improve overall mobility, connectivity and safety on the countywide arterial system, while better serving the adjacent land uses and will prioritize short- and long-term improvements. In FY2014-15, Alameda CTC will continue development of this plan.
  7. **Community Based Transportation Plan Program:** In FY2014-15, Alameda CTC will continue to work closely with communities in Alameda County to complete/update Community Based Transportation Plans that identify transportation gaps in underserved communities and transportation solutions with potential fund sources.
- F. **Congestion Management Program:** As the CMA for Alameda County, Alameda CTC is responsible for updating this program every two years as well as implementing the program. In FY2014-15, Alameda CTC will implement the 2013 program and begin work on the 2015 update, including an update to the Countywide Travel Demand Model that allows Alameda CTC to anticipate and forecast the potential impacts of local land development decisions on the Metropolitan Transportation System network. The main CMP elements are as follows:

1. **Level of Service Monitoring:** The CMP requires establishment and monitoring of level of service (LOS) standards on the CMP-designated roadway system to determine average travel speeds, existing LOS and long-term trends in traffic congestion in the CMP network. Biennially, Alameda CTC prepares a LOS Monitoring Study; the next one will occur in 2014.
  2. **Multimodal Performance Measures:** State law requires CMAs to evaluate how well their transportation systems meet their CMP objectives of reducing congestion. Each year, Alameda CTC prepares a Performance Report that evaluates how highways and roads function, the frequency and performance of transit services, walking and bicycling infrastructure and programs, and other general transportation trends in Alameda County. In FY2014-15, the Planning and Policy Team will prepare the 2013 report.
  3. **Travel Demand Management:** Transportation or travel demand management (TDM) measures seek to reduce pressure on existing roadway and parking capacity by using incentives and disincentives to influence travel choices. The Planning and Policy Team is developing a comprehensive TDM program that builds on the Guaranteed Ride Home Program, includes parking management and will result in a Guaranteed Ride Home Annual Report released in FY2014-15.
  4. **Land Use Analysis Program:** The goals of the Land Use Analysis Program are to better integrate local land use and regional transportation investment decisions, better assess the impacts of development and promote information sharing between local governments on land use development. In FY2014-15, Alameda CTC will assist jurisdictions by providing development project review, land use forecasts, transportation-land use integration through initiatives and planning activities and strategic monitoring. Alameda CTC will also address the implementation needs associated with California Environmental Quality Act (CEQA) changes in state law, specifically Senate Bill 743.
  5. **Strategic Plan:** Alameda CTC develops a Strategic Plan to maintain and improve the performance of the multimodal transportation system in Alameda County, move people and goods and mitigate regional transportation impacts identified through the Land Use Analysis Program. In FY2014-15, the Planning and Policy Team will closely coordinate with the Capital Projects Team and Programming on the development of the Strategic Plan (refer to Section 5.C.1.).
- G. **Policy:** In its role as the transportation commission and the CMA for Alameda County, Alameda CTC works closely with local jurisdictions, transportation agencies and partner organizations to develop transportation policies to support transportation programs and projects that expand access and improve mobility for a vibrant and livable Alameda County. The Planning and Policy Team leads the effort to develop policies and supports committees that help shape policy.
1. **Administrative Code:** This code prescribes the powers and duties of Alameda CTC officers, the method of appointment of Alameda CTC employees and the methods, procedures and systems of operation and management of

- Alameda CTC. In FY2014-15, the Planning and Policy Team will assist with an update to the administrative code, as applicable.
2. **Committee support:** In FY2014-15, the Planning and Programming Team will continue to support the efforts of the following community advisory committees, technical advisory committees, standing committees and regional committees:
    - a. **Community advisory committees:** The team prepares agendas and materials and participates in Bicycle and Pedestrian Advisory Committee and Citizens Watchdog Committee and subcommittee meetings.
    - b. **Technical advisory committees:** The team prepares agendas and materials and participates in the Alameda County Technical Advisory Committee and Technical Teams associated with each of the modal plans underway in FY2014-15.
    - c. **Standing committee:** The team prepares agendas and materials and participates in the Commission's Planning, Policy and Legislation Committee meetings.
    - d. **Regional committees:** The team hosts, participates in and prepares materials for several regional meetings including meetings of the Bay Area Goods Movement Collaborative, the Alameda County Planning Directors, the CMA Planning Directors, the Regional Arterials Working Group, the Regional Model Working Group, the Tri-Valley Transportation Committee and many other groups associated with local plans and projects development.
  3. **Complete streets policy:** MTC has a complete streets requirement for Bay Area jurisdictions that receive One Bay Area Grant funding. Alameda CTC developed its policy requirement to be inclusive of the MTC requirement so that local jurisdictions only needed to adopt one policy to comply with both requirements. Alameda CTC required that all local jurisdictions that receive transportation sales tax direct local distribution funds have an adopted complete streets policy by June 30, 2013, and each of Alameda County's 14 jurisdictions have adopted a complete streets policy. In FY2014-15, Alameda CTC will continue to assist jurisdictions with implementation of their complete streets program as needed and begin the development of its own internal complete streets policy.
  4. **Legislative Program:** Each year, Alameda CTC adopts a Legislative Program to provide direction for its legislative and policy activities for the year. The purpose of the Legislative Program is to establish funding, regulatory and administrative principles to guide Alameda CTC's legislative advocacy in the coming year. The program is designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year and to respond to political processes in Sacramento and Washington, DC. Staff works closely with Alameda County jurisdictions during the development of the legislative program and works with elected officials and agency staff in Sacramento, Washington, DC and locally to support its adopted



legislative platform. In FY2014-15, the Planning and Policy Team will continue these efforts.

5. **Procurement policy:** In FY2013-14, the Planning and Policy Team assisted the Finance and Administration Team in developing the agency's procurement policy that addresses agency-wide contracting policy needs, including policies concerning the requirement for local and small local business preference when utilizing local funds (Measure B and VRF) and general contracting for all other fund sources. In FY2014-15, the Planning and Policy Team will assist the Finance and Administration Team in documenting the supporting procedures.

H. **Public affairs:** The Planning and Policy Team leads the internal and external communications efforts for Alameda CTC regarding the work that Alameda CTC does to plan, fund and deliver transportation programs and projects that meet the multimodal needs of Alameda County. Each year, Alameda CTC develops a Strategic Communications Plan that provides strategic direction regarding outreach and information dissemination related to planning, funding, projects, programs, administration and legislative advocacy of Alameda CTC. The plan includes ongoing outreach and education for the public, partners, transportation stakeholders and elected officials. In FY2014-15, the Planning and Policy Team will continue these efforts.

1. **Communications and messaging:** The Planning and Policy Team uses a range of communication tools and delivery methods to assist in disseminating information to Alameda CTC's overall audience and target audiences. Each year, Alameda CTC tailors its key messages to articulate critical information to each audience group in every publication and across all communication platforms. Key messages in FY2014-15 will focus on five areas: economic vitality, community enrichment, best value for public funds and accountability, environmental sustainability and forward-thinking solutions.
2. **Agency publications:** Each year, the Planning and Policy Team develops multiple agency publications including the annual report, monthly Executive Director's Report, bimonthly e-newsletter, brochures, project fact sheets, web content as well as press releases and reports. Additional publications may include issue papers, frequently asked questions, e-blast messages and targeted communications regarding topics such as legislation, goods movement, transportation demand management and the Safe Routes to Schools Program.
3. **Agency presentations:** Alameda CTC presentations serve as an easily accessible way to provide additional details about our projects, programs and planning efforts. In FY2014-15, staff will prepare presentations and highlight key presentations on the website and through social media. This will serve to give the public a window into the progress of key agency efforts. Key presentation topics include the 2014 Transportation Expenditure Plan, I-80 Integrated Corridor Mobility project, I-580 Express Lanes, Countywide Goods Movement, Countywide Transit, and Countywide Multimodal Arterial planning efforts. Staff will also provide Alameda CTC Commissioners and other ambassadors and stakeholders with talking points and communication materials for their use.

4. **Public information and education:** Alameda CTC provides public information and education about programs and projects to improve Alameda County's transportation system. Two educational efforts of note will inform the public about bicycle and pedestrian projects and programs in FY2014-15.
  - a. ***Ride into Life/Get Rolling Campaign:*** This campaign educates the public about the benefits of riding a bicycle—it is low-cost, non-polluting and heart-healthy exercise, and it reduces stress. The Planning and Policy Team develops an ad campaign and supporting materials each year.
  - b. ***Bike to Work Day:*** Bike Month is May of each year, and the month's biggest event, Bike to Work Day, is on the second Thursday. The Planning and Policy Team educates the public about this event via the website and email and performs outreach about Alameda CTC bicycle and pedestrian programs on Bike to Work Day.

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## Section 5. Programming and Programs Team

- A. **Overview:** Through the Programming and Programs Team, Alameda CTC distributes funds for numerous transportation projects and programs from local, state and federal funding sources. Alameda CTC also provides a number of transportation programs and services directly to the public.
- B. **Budget:** Refer to Table 6 below.

Table 6: Programming and Programs Team Budget Summary

Category	Adopted FY2013-14	Proposed FY2014-15
Salaries and Benefits	\$824,594	\$771,941
Management and Support Contract Services	642,263	1,044,813
All Other Costs	98,573,369	98,365,768
Total Budget	\$100,040,226	\$100,182,522

- C. **Programming:** In FY2014-15, the Programming and Programs Team will continue programming efforts and administrative functions, including monitoring and reporting, for the various fund sources managed by the agency. The programming of the following fund sources will be linked to policy and planning direction per the priorities identified in the adopted source specific planning documents as well as in the SIP. In addition, the Programming and Programs Team will continue to support the efforts of PAPCO and ParaTAC in FY2014-15.

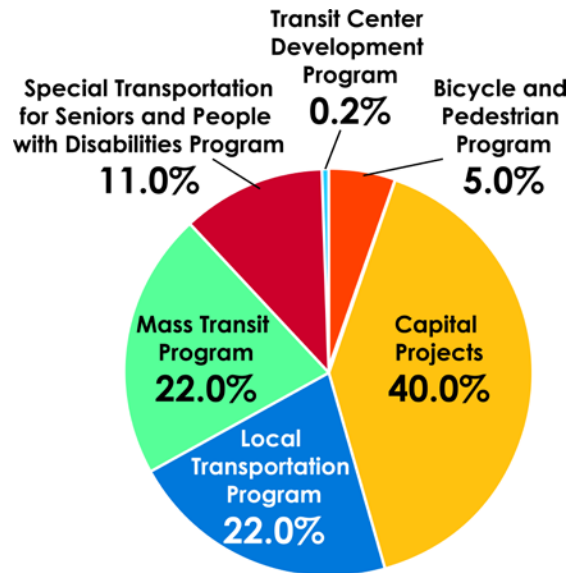
1. **Strategic Investment Plan (SIP):** In March 2013, Alameda CTC approved a new process and framework for strategic planning and programming efforts by the agency. To meet legislative requirements and help maintain and improve the performance of the multimodal transportation system, Alameda CTC will incorporate the development of the CMP within the context of an overall SIP. The SIP will address the critical transportation projects and programs that will expand access and improve mobility.

The SIP will be a single document that will guide future planning and programming decisions. In FY2014-15, the Programming and Programs Team will develop the initial framework to build the SIP including consolidation of:

- a. **A capital project inventory:** This includes projects with committed funding under Alameda CTC's programming responsibilities.
- b. **A programs inventory:** This includes activities funded through discretionary calls for projects and prior programming activities under the authority of Alameda CTC (i.e., Measure B, VRF, TFCA, State Transportation Improvement Program, etc.)

- c. **An allocation plan:** This includes an allocation and prioritization policy for funds within Alameda CTC's programming responsibilities.
2. **2000 Measure B:** In 2000, nearly 82 percent of Alameda County voters approved Measure B, the half-cent transportation sales tax. Alameda CTC administers the 2000 Measure B funds to deliver essential transportation improvements and services. The Alameda County 20-year Transportation Expenditure Plan guides the expenditures of more than \$1.4 billion in county transportation funds generated through the sales tax collected over a 20-year period beginning April 1, 2002 and ending March 31, 2022 (refer to Figure 5 below). The Transportation Expenditure Plan was developed to serve major regional transportation needs in Alameda County and to address congestion in every major commute corridor in the county. In FY2014-15, the Programming and Programs Team will oversee the following funding programs:
  - a. **Measure B Program funding (60 percent) – Direct local distributions and discretionary grants:** Approximately 60 percent of net Measure B transportation sales tax dollars are allocated to 20 separate organizations via direct local distribution or through discretionary grant programs. The funds allocated to jurisdictions include:
    - Local Transportation Projects (22.34 percent)
    - Special Transportation for Seniors and People with Disabilities (Paratransit) (10.45 percent)
    - Public Transit (21.93 percent)
    - Bicycle & Pedestrian Projects (5.00 percent)
    - Transit Center Development Projects (0.19 percent)
  - b. **2000 Measure B Capital Projects Program (40 percent):** The remaining 40 percent of the net transportation sales tax dollars are allocated to specific capital projects as described in the voter-approved Transportation Expenditure Plan. Alameda CTC allocates funds through an annual strategic planning process that identifies project readiness and funding requirements. Project-specific funding allocations are made via specific recommendations approved by the Commission.

Figure 5: Measure B Fund Allocations



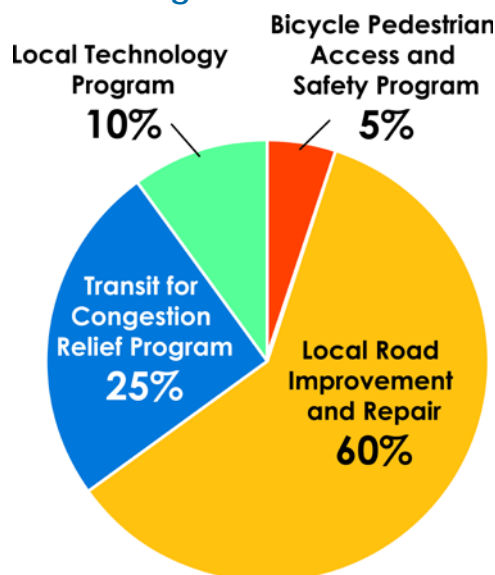
- c. **2000 Measure B Strategic Plan:** The Capital Projects Team is responsible for preparing an annual Strategic Plan to guide the continuing implementation of the 27 projects identified in the 2000 Measure B Transportation Expenditure Plan. This exercise also includes addressing remaining capital projects from the 1986 Measure B Transportation Expenditure Plan. The purpose of the annual Measure B Strategic Plan is to confirm the commitment of Measure B capital funds to each project, adopt an Allocation Plan that incorporates assumptions about future 2000 Measure B capital funding and 1986 Measure B capital funding expenditures as the basis for the financial analysis included in Strategic Plan and confirm the existing policies and procedures related to the expenditures of Measure B capital funds. The overall SIP process will incorporate this effort, and in FY2014-15 the Programming and Programs Team will assist with this effort.
3. **Vehicle Registration Fee (VRF):** The Alameda County Measure F VRF Program was approved by voters on November 2, 2010. The fee will generate about \$12 million per year through a \$10 per year vehicle registration fee charged for each registered vehicle in Alameda County. Revenue collection began in May 2011. The goal of the VRF Program is to sustain the county's transportation network and reduce traffic congestion and vehicle-related pollution.

The voter-approved program identifies four eligible project categories and the associated distribution amounts (refer to Figure 6 on the next page):

- Local Road Improvement and Repair Program (60 percent)
- Local Technology (10 percent)
- Transit for Congestion Relief (25 percent)
- Bicycle and Pedestrian Access and Safety (5 percent)

The funds are distributed through either direct local distributions or competitive discretionary programming actions. Alameda CTC will distribute an equitable share of the funds among the four planning areas of the county over successive five-year cycles and measure geographic equity relative to population and registered-vehicle factors. In FY2014-15, the Programming and Programs Team will oversee the VRF program.

**Figure 6: Vehicle Registration Fee Fund Allocations**



- a. **VRF Strategic Plan:** The Programming and Programs Team is responsible for the preparation of an annual Allocation Plan to guide the implementation of the four programs identified in the Vehicle Registration Fee Expenditure Plan. The Allocation Plan identifies the priority for program implementation based on multiple factors including project readiness, availability and potential for leveraging of other fund sources and the anticipated revenues from the vehicle registration fee over the upcoming five years of the program. The overall SIP process will incorporate this effort.
4. **Transportation Fund for Clean Air (TFCA):** TFCA is a local fund source of BAAQMD, which is generated by a regional \$4 vehicle registration fee and intended for projects that reduce vehicle emissions. As the TFCA County Program Manager for Alameda County, Alameda CTC is responsible for programming 40 percent of the revenue generated within Alameda County for this program.
5. **CMA Exchange Program:** The CMA Exchange Program provides funding for projects programmed in the CMA Transportation Improvement Program (CMATIP), a local fund source that Alameda CTC administers. Alameda CTC programs federal or state funds to “exchange” projects and in return receives local funds in the CMATIP from the “exchange” project sponsors. The local CMATIP funds can be used to avoid lengthy state and federal processes and streamline the project delivery process.

6. **Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program:** As Alameda County's CMA, Alameda CTC is responsible for soliciting and prioritizing projects in Alameda County for a portion of the Federal STP/CMAQ Program. The Federal Moving Ahead for Progress in the 21st Century Act (MAP-21) funds this program. STP funds are eligible to fund a wide array of transportation projects, while CMAQ funds are for projects that provide air quality benefits only. The regional Metropolitan Planning Organization for the San Francisco Bay Area, MTC, currently allocates these STP/CMAQ funds through the One Bay Area Grant (OBAG) program.
  - a. **One Bay Area Grant Program:** The MTC OBAG program (MTC Resolution 4035) was developed to support California's climate law (Senate Bill 375, Steinberg, 2008). SB 375 requires that all metropolitan regions in California complete a Sustainable Communities Strategy to integrate land use and transportation to reduce greenhouse gas emissions. Through the OBAG program, Alameda CTC was assigned approximately \$63 million over four years (FY2012-13 through FY2015-16) to fund transportation projects. The OBAG program required that 70 percent of overall funding be programmed to transportation projects that support identified PDAs.
7. **State Transportation Improvement Program (STIP):** The STIP program is a multi-year capital improvement program of transportation projects, funded with revenues from the State Transportation Investment Fund and other funding sources. Alameda CTC programs Alameda County's portion of STIP funds for capital improvement projects. During each STIP cycle, the California Transportation Commission (CTC) adopts a fund estimate that serves as the basis for financially constraining STIP proposals from counties and regions throughout the state.
  - a. **Regional Transportation Improvement Program (RTIP):** The RTIP is funded with 75 percent of STIP funds available across the state. The available funds are further broken out across all the counties in the state. Alameda CTC works with project sponsors, including Caltrans, transit agencies and local jurisdictions to solicit and prioritize projects to program through RTIP. MTC then consolidates and approves the RTIP for the nine-county Bay Area, resulting in a program that the CTC approves.
  - b. **Interregional Transportation Improvement Program (ITIP):** The ITIP is made up of the remaining 25 percent of STIP funds. Caltrans is responsible for developing the ITIP list of projects. ITIP funds may be used in any part of the state for Interregional highway, rail and fixed guideway improvements.
  - c. **Project Initiation Document (PID) Work Plan:** A PID document details scope, cost and schedule of a project and is required to be completed prior to receiving programming through STIP. The 3-Year PID Work Plan provides a list of countywide PID work anticipated in the upcoming three years. Each year, the Programming and Programs Team,

in coordination with local jurisdictions and Caltrans, provides updates to the 3-Year PID Work Plan.

8. **Lifeline Transportation Program (LTP):** Alameda CTC is responsible for soliciting and prioritizing projects in Alameda County for MTC's regional LTP. The LTP provides a mixture of state and federal fund sources, including the State Transit Account, Job Access Reverse Commute and state Proposition 1B funds, for transportation needs identified through Community Based Transportation Plans, which serve identified Communities of Concern in the MTC region.

C. **Administration of programming functions:** The Programming and Programs Team is responsible for and will continue the following ongoing activities in FY2014-15:

1. **Monitoring programmed funds:** Activities include monitoring the funding Alameda CTC programs for compliance with all applicable requirements associated with the funding (i.e., federal, state, regional and local). Alameda CTC prepares periodic monitoring reports for multiple funding sources. Alameda CTC also develops a comprehensive compliance and financial statement summary report for Measure B and VRF funds (in collaboration with the Finance and Administration Team and the Citizens Watchdog Committee); and TFCA annual program reporting.

The Programming and Programs Team also administers the Federal Transportation Improvement Program, the federally-required listing of all federally-funded and regionally significant projects throughout Alameda County.

2. **Monitoring other fund sources (not programmed by Alameda CTC):** Alameda CTC has been successful in securing regional, state and federal funds to deliver priority projects in Alameda County. The following fund sources have been secured for which the Programming and Programs Team provides ongoing monitoring and reporting as required by the specific funds sources.
  - a. **Regional Measure 2 (RM2):** In March 2004, voters passed RM2, raising the toll on the seven state-owned toll bridges in the San Francisco Bay Area by \$1. This extra dollar has funded transportation projects within the MTC region that reduce congestion or make improvements to toll bridge corridors (Senate Bill 916). RM2 established the Regional Traffic Relief Plan, which identified specific transit operating assistance and capital projects and programs to receive RM2 funding. The RM2 Capital Program consists of 36 projects ranging from studies to transit vehicle procurement to freeway improvements.
  - b. **Proposition 1B:** As approved by the voters in November 2006, Proposition 1B enacted the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, authorizing \$19.9 billion of state general obligation bonds. Proposition 1B includes funding for 18 programs, including the Corridor Mobility Improvement Account (CMIA), the Trade Corridors Improvement Fund (TCIF) and the Traffic Light Synchronization Program (TLSP).



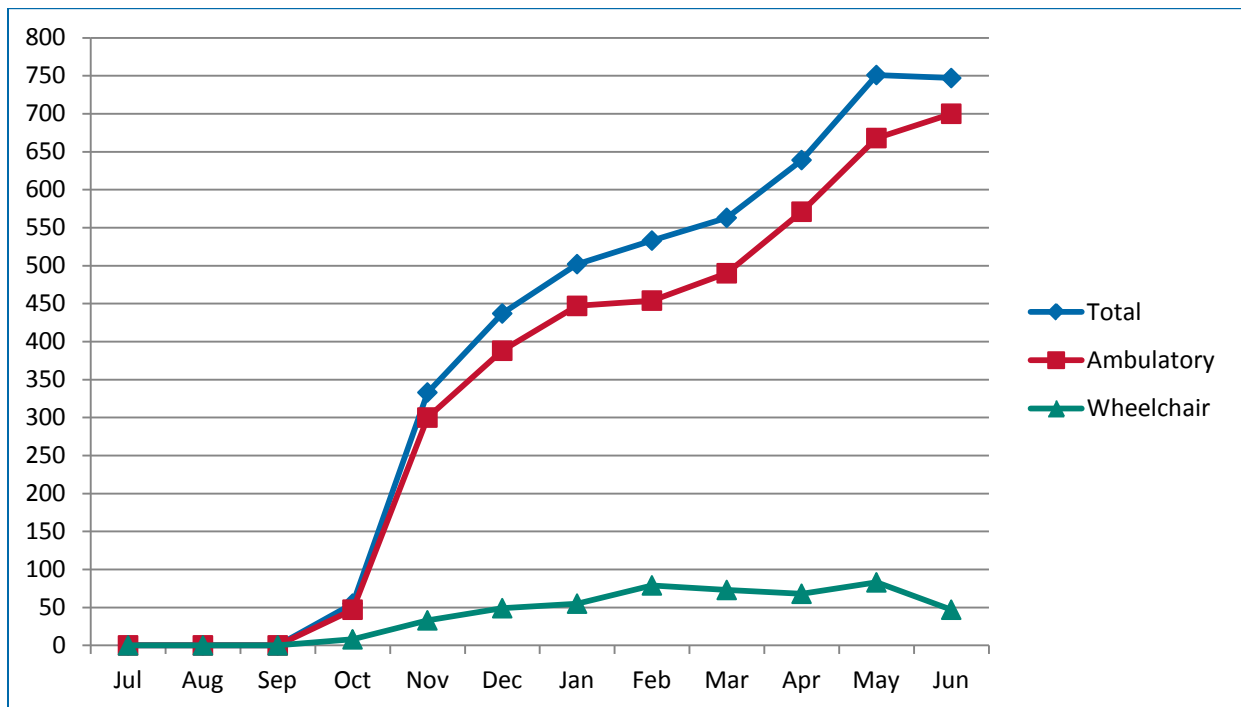
Alameda CTC successfully secured approximately \$420 million in Proposition 1B Bond funding to complete the \$800 million Alameda CTC I-Bond construction program. The seven projects that use Proposition 1B funds are complete or under construction (refer to Table 8 in Section 7 for a project list).

- c. **Traffic Congestion Relief Program (TCRP):** The TCRP program provided funding for a series of transportation projects throughout California to improve traffic mobility and relieve congestion, provide safe and efficient movement of goods and improve system connectivity (Assembly Bill 2928). The 2000 Traffic Congestion Relief Act provided about \$4.9 billion for transportation improvements.
  - d. **American Recovery and Reinvestment Act (ARRA):** ARRA is an economic stimulus package enacted by Congress and signed into law on February 2009 in response to the Great Recession. ARRA provided \$27.5 billion in supplemental funding to the Federal Highway Administration of which California's share was about \$2.6 billion.
  - e. **Earmarks:** Over the years, jurisdictions within Alameda County, including Alameda CTC, have received earmarks specified in federal law for projects throughout the county. These earmarks have been included in annual appropriations and multi-year transportation acts such as the Intermodal Surface Transportation Efficiency Act (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21) and the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU).
  - f. **Tri-Valley Transportation Council (TVTC):** The TVTC oversees Tri-Valley Transportation Development Fund expenditures. The Tri-Valley Transportation Development Fee applies to all developments in the Tri-Valley and will generate approximately \$70 million over the program term. The TVTC includes the cities of Dublin, Livermore, Pleasanton and San Ramon; the town of Danville; and Alameda County and Contra Costa County. The approved plan establishes shared traffic service objectives and presents a list of 11 high-priority transportation improvement projects to ease regional traffic congestion in the Tri-Valley.
- D. **Program delivery:** Alameda CTC oversees and delivers transportation programs that benefit youth, seniors, people with disabilities and other people throughout Alameda County who use the transportation system including bicyclists, pedestrians and commuters traveling from, to, or through the county, among others. In FY2014-15, the Programming and Programs Team will oversee and support these programs, as well as actively support a community advisory committee that makes decisions on transportation funding for seniors and people with disabilities and its technical advisory committee.
- 1. **PAPCO support/ParaTAC support:** The Programming and Programs Team will continue to support the efforts of PAPCO, which meets 10 times per year and

- makes recommendations to the Commission including reviewing annual paratransit plans and the discretionary paratransit program funding. The Programming and Programs Team will also support PAPCO's subcommittees as well as the efforts of ParaTAC.
2. **Countywide Safe Routes to Schools (SR2S) Program:** Alameda County's SR2S Program is a countywide program that promotes and encourages safe walking and bicycling to school—healthy transportation choices—as well as carpooling and public transit use. As part of the MTC's new Climate Initiatives program, the seven-year-old Alameda County SR2S Program has expanded and will reach nearly 120 schools across the county in the upcoming 2014-2015 school year, engaging students from kindergarten through 12th grade. The program began in 2006 as a pilot at four schools, funded with a Caltrans SR2S grant and Measure B funds. Since then, the program has expanded dramatically and in 2012-2013, reached 102 schools across Alameda County. Alameda CTC administers the current program, which is funded by federal CMAQ, federal STP and local Measure B funds.
  3. **SR2S BikeMobile Program:** In 2012, Alameda CTC launched the SR2S BikeMobile Program, a free mobile bicycle repair service, independent of, but coordinated with, the Alameda County SR2S Program. The SR2S BikeMobile Program and its bicycle mechanic staff visit schools and community organizations and attend events to deliver no-cost, hands-on bicycle repair and bicycle safety training to promote riding bikes to school. In 2013, the SR2S BikeMobile Program made 77 visits to events including visits to 54 schools participating in Alameda County's SR2S Program and repaired 1,700 bikes, which resulted in a 117 percent increase in bicycling at these schools after the visits. The SR2S BikeMobile Program is funded by federal CMAQ funds through MTC's Climate Initiative Program and local Measure B funds.
  4. **Central County Same-Day Transportation Services Program:** This program provides same-day transportation service to approximately 2,000 seniors and people with disabilities living in Central Alameda County in the cities of Hayward, San Leandro and unincorporated areas in Central Alameda County (Ashland, Castro Valley, Cherryland and San Lorenzo) who are registered with the Measure B paratransit programs in Hayward and San Leandro. This program enables registrants in Central County to call the service provider 24 hours a day, seven days a week and receive a trip within 45 minutes of their call. Vouchers are available at a cost of 25 percent of the taxi fare.
    - a. The Central County Taxi Program began in fall 2012 and provided over 4,500 rides in FY2012-13 (refer to Figure 7 on the next page for ridership by type).



Figure 7: FY2012-13 Central County Taxi Ridership by Type



5. **Hospital Discharge Transportation Service (HDTs) Program:** This Alameda County service 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 source of transportation following discharge from the hospital. The HDTs Program also encourages riders whose mobility needs have changed, on discharge from the hospital, to connect with the local paratransit services available in their community. The service is a collaborative project between Alameda CTC and participating Alameda County hospitals and is supported by 2000 Measure B funds.
6. **Wheelchair and Scooter Breakdown Transportation Service (WSBTS) Program:** Wheelchair and scooter users in Alameda County can use this service if they are stranded due to a mechanical breakdown of their mobility device or have a medical emergency that separates them from their mobility device. The WSBTS Program also provides assistance for the transport of a wheelchair or scooter to a repair shop or other location due to mechanical breakdown inside or outside the home. In addition, the service provides transport of a wheelchair or scooter to a hospital where the user was transported due to an emergency (without his or her wheelchair or scooter). This service is available seven days a week, 24 hours a day and is funded with 2000 Measure B funds.
7. **Guaranteed Ride Home (GRH) Program:** The Alameda County GRH Program provides employees who do not drive alone to work a free ride home from work when unexpected circumstances arise. The GRH Program is free for full- or part-time employees who are registered with the Alameda CTC, work in

Alameda County and use sustainable forms of transportation including walking, biking, taking public transit or ridesharing. This program allows commuters to feel comfortable taking the bus, train or ferry; carpooling or vanpooling; or walking or bicycling to work, knowing that they will have a ride home in the event of an emergency.

- E. **Committee support:** In FY2014-15, the Programming and Programs Team will continue to support the efforts of the following community advisory committees, technical advisory committees, standing committees and regional committees:
1. **Community advisory committees:** The Programming and Programs Team prepares materials and supports the efforts of the Citizens Watchdog Committee, PAPCO and Paratransit TAC and related subcommittees.
  2. **Technical advisory committees:** The Programming and Programs Team prepares agendas and materials and participates in the ACTAC meetings.
  3. **Standing committee:** The Programming and Programs Team prepares agendas and materials and participates in the Alameda CTC PPC meetings.
  4. **State and Regional committees:** The Programming and Programs Team participates in several meetings at the state and regional level including the CTC, Statewide Regional Transportation Planning Agency Group, MTC, MTC's Programming and Allocations Committee, MTC's Local Streets and Roads Working Group and MTC's Programming and Delivery Working Group, BAAQMD and many other groups associated with programming and projects delivery.

## Section 6. Capital Projects Team

- A. **Overview:** Alameda CTC funds, manages and oversees numerous transportation improvement projects in Alameda County. These projects improve highway corridors, provide accessible public transit, maintain and improve local streets and roads and ensure safe travel for pedestrians and bicyclists. To continue to effectively plan, fund and deliver capital transportation improvement projects, Alameda CTC performs numerous activities to manage our investments and provide project oversight.

Specifically, in FY2014-15, the Capital Projects Team will continue to focus on ongoing program management and project-related activities including:

- management and oversight of Measure B-funded projects;
- preparation of the annual strategic plan and quarterly reviews of projects and semi-annual presentations and reports to the Commission;
- project controls, project delivery management and administration of the Capital Improvement Program; and
- monitoring and reporting on projects with other local, regional, state and federal funding.

- B. **Budget:** Refer to Table 7 below.

Table 7: Capital Projects Team Budget Summary

Category	Adopted FY2013-14	Proposed FY2014-15
Salaries and Benefits	\$628,142	\$619,183
Management and Support Contract Services	3,939,190	3,614,328
All Other Costs	207,537,751	141,547,410
Total Budget	\$212,105,083	\$145,780,921

- C. **Capital Projects Program:** Alameda CTC is focused on implementing or providing project management oversight for 42 active capital projects with a total project value of over \$4 billion. Of the 15 projects currently under construction valued at more than \$2.5 billion, 11 will be complete by the end of FY2014-15. The Capital Projects Team is also working in coordination with the Planning and Policy Team and Finance and Administration Team on developing procedures to implement the procurement policy, as well as coordinating with the Planning and Policy Team and the Programming and Programs Team on development of the SIP. The following three types of active capital projects complete the overall Alameda CTC Capital Projects Program, which the Capital Projects Team is overseeing in FY2014-15. The list of projects that follow includes project descriptions for key, large projects. More information including the schedule for each project is available on the [Projects page](#) of the Alameda CTC website.

1. **Remaining 1986 Measure B Capital Projects Program:** The 1986 Measure B program of capital projects included a mix of freeway, rail and local roadway improvements throughout Alameda County. Collection of the sales tax for the 1986 Measure B ended on March 31, 2002 (the day before collection for the 2000 Measure B sales tax began).

To date, the 1986 Measure B Transportation Expenditure Plan has been amended twice. Amendment No. 1, approved in December 2005, deleted the Hayward Bypass Project and added four replacement projects: Route 238/Mission-Foothill Corridor Improvement Project in Hayward (MB238, Project No. 506); I-580 Interchange Project in Castro Valley (MB239) (included in ACTIA 12, Project No. 612); Central Alameda County Freeway System Operational Analysis (MB240, Project No. 508); and Castro Valley Local Area Traffic Circulation Improvement Project (MB241, Project No. 509). Amendment No. 2, approved in June 2006, deleted the Route 84 Historic Parkway Project, identified the three Mission Boulevard Spot Improvements projects and added the I-880 to Mission Boulevard East-West Connector Project (Project No. 505.0) as a replacement project for the Historic Parkway.

All capital projects in the 1986 Measure B Capital Projects Program have been delivered except for the following four projects, which are still active and have remaining, unexpended commitments from 1986 Measure B.

- a. **I-880/Mission Boulevard (Route 262) Interchange Completion Project (Project No. 501.0):** The remaining scope from the project has been integrated into the larger Mission Boulevard – Warren Avenue Grade Separation – Truck Rail Transfer project currently under construction and being implemented by the Santa Clara Valley Transportation Authority.
- b. **I-880 to Mission Boulevard East-West Connector Project (Project No. 505.0):** Alameda CTC is implementing this project in cooperation with the cities of Union City and Fremont. Final design is on hold, pending identification of additional funding. The overall project cost estimate is currently \$225 million. Available funding for this project is approximately \$110 million, which includes \$88 million of 1986 Measure B funds, resulting in a shortfall of \$115 million. Additional funding is anticipated from proceeds from the sale of state-owned ROW associated with the State Route 84 Historic Parkway via the Local Alternative Transportation Improvement Program. However, it is not anticipated to make up the current funding shortfall.
- c. **Route 238/Mission-Foothill Corridor Improvement Project in Hayward (Project No. 506.0):** This project is in the close out phase.
- d. **Castro Valley Local Area Traffic Circulation Improvement Project (Project No. 509.0):** This project is in the scoping phase. The local area circulation project consists of multiple project phases and potentially, multiple projects. The schedule for construction will be

determined as the individual improvements to fund are identified during the project development phases.

2. **2000 Measure B Capital Projects Program:** In November 2000, Alameda County voters approved Measure B for vital transportation investments and capital improvements and programs throughout the county. Of the committed \$756.4 million for 2000 Measure B capital projects, \$709 million has been allocated, and Alameda CTC has essentially delivered 93 percent of the capital program in just 11 years.

The Capital Projects Team is responsible for the administration and management of the 2000 Measure B Capital Projects Program and preparation of an annual 2000 Measure B Strategic Plan (described in Section 5), which outlines the annual allocations to the 27 capital projects identified in the 2000 Measure B Transportation Expenditure Plan. The status of the remaining active projects, funded wholly or in part by 2000 Measure B capital funds, is as follows.

**Projects in the project development phase:**

- a. **Telegraph Avenue Corridor Bus Rapid Transit (Project No. 607.0):** AC Transit is the project sponsor, and project management oversight (PMO) activities are ongoing; the project is currently in the design phase, with construction scheduled to begin fall 2014.
- b. **I-880 Broadway – Jackson Interchange Improvements Project (Project No. 610.0):** Alameda CTC is the project sponsor, and this project is in the project development phase. The I-880/Broadway-Jackson Area Improvements Project Advisory Committee was formed by Alameda CTC to facilitate community input to the project development process. The Capital Projects Team has developed a scope of work for a comprehensive traffic study for the project area in cooperation with a study performed by the City of Oakland. Alameda CTC will release a request for proposals (RFP) for consultant support for the comprehensive traffic study in spring 2014. The study will provide input to the project approval and environmental document (PA/ED) process. The Capital Projects Team plans to initiate the PA/ED process with a release of an RFP for consultant support in the summer of 2014, and the team will manage the related project development activities in FY2014-15.
- c. **Iron Horse Transit Route (Project No. 609.0):** The City of Dublin is the project sponsor, and the project scope was revised in 2010 to reflect the changing project area in the vicinity of the Dublin-Pleasanton BART Station. PMO activities are ongoing; the project is currently in the design and ROW phases. Construction is scheduled to begin fall 2014.
- d. **Route 92 / Clawiter-Whitesell Interchange and Reliever Route (Project No. 615.0):** The City of Hayward is the project sponsor, and city staff are currently implementing the design and ROW phases funded

by recent allocations of 2000 Measure B capital funds. PMO activities are ongoing; construction for the first phase is scheduled to begin in 2014.

- e. **East 14th Street/Hesperian Blvd./150th Street Intersection Improvements (Project No. 619.0):** The City of San Leandro is the project sponsor, and PMO activities are ongoing. The project is currently in the design/ROW phases. These activities will continue in FY2014-15, with construction scheduled to begin in summer 2016.
- f. **Route 84 Expressway – South Segment (Project No. 624.2):** The City of Livermore is the project sponsor, and the project is currently in the design phase, with ROW and utility relocation activities occurring concurrently. The Capital Projects Team continues to provide engaged program management, design, ROW and utility coordination support to deliver the project to construction. Construction is anticipated to begin in spring 2015.
- g. **Dumbarton Corridor Improvements (Project Nos. 625.0 and 625.1):** The Dumbarton Rail Corridor element of this project will extend rail service from San Mateo County to the Union City Intermodal Station. The project is significantly under-funded. The project sponsor, San Mateo County Transportation Authority, and the Project Development Team have decided not to circulate the Draft Environmental Document at this time and to place the project on hold until the funding shortfall has been addressed. MTC plans to reallocate the remaining RM2 funds programmed to the project. The Commission also reallocated the remaining 2000 Measure B capital funds to the City of Newark for project development of a railroad overpass project within the corridor known as the Central Avenue Overpass Project (Project No. 625.1). The Capital Projects Team will continue PMO activities on the Central Avenue Overpass project, which is currently in the environmental phase.
- h. **I-680 Sunol Express Lane – Northbound (Project No. 721.0):** Alameda CTC is the project sponsor and the project is currently in the preliminary engineering and environmental studies phase, which is expected to gain approval by July 2015. Project development activities continue, and the Capital Projects Team is working to identify funding for future project phases.
- i. **I-680 Cross Connector Studies (Project No. 770):** This project is currently on hold; the Capital Projects Team is working to identify an approach to move this study forward.

### **Projects in the construction phase:**

- j. **Route 84 Expressway – The North Segment (Project No. 624.1):** The City of Livermore is the project sponsor, and the project is under construction, with projected completion anticipated in spring 2014. In addition to 2000 Measure B capital funds, this project received CMIA



Bond funds for the construction phase of the project. The Capital Projects Team is providing construction management oversight in coordination with Caltrans.

- k. **The Westgate Parkway Extension (Project No. 618.1):** The first phase of this project was complete in 2006. The remaining second phase is being coordinated with the larger project to reconstruct the I-880/Davis Street interchange as part of the I-Bond funded I-880 Southbound high occupancy vehicle (HOV) Lane – South Segment, which is currently under construction. The Capital Projects Team is providing construction management oversight in coordination with Caltrans.
  - l. **BART Warm Springs Extension (Project No. 602.0):** BART is the project sponsor, and PMO activities are ongoing. Construction is underway, with completion expected fall 2015.
  - m. **BART Oakland Airport Connector (Project No. 603.0):** BART is the project sponsor, and PMO activities are ongoing. The project is under construction, and vehicle and system testing began January 2014 along the elevated guideway. Expected completion of the project is fall 2014, at which point revenue service will begin, and the new Oakland Airport Connector will open to the public.
  - n. **Downtown Oakland Streetscape Improvement (Project No. 604.0):** The City of Oakland is the project sponsor, and PMO activities are ongoing. The project is expected to be complete in June 2015.
  - o. **Altamont Commuter Express Rail (Project No. 725.1):** ACE is the project sponsor, and locomotive overhaul and maintenance facility improvements are currently underway. PMO activities are ongoing.
3. **Proposition 1B (I-Bond) and other projects:** Alameda CTC has successfully secured a total of \$420 million in Proposition 1B Bond funding toward the delivery of an \$800 million highway capital improvement program and achieved award milestones as the agency continues to plan, fund and deliver projects to improve mobility and to foster a vibrant and livable Alameda County. Construction contracts have been awarded for six of the seven I-Bond projects being implemented in part by the Alameda CTC. The construction contract for the seventh I-Bond project, the I-880 North Safety and Operational Improvements at 23rd – 29th Project, is expected to be awarded in spring 2014 (refer to Table 8 on the next page for a complete listing of the I-Bond projects).

Alameda CTC took the lead on the environmental clearance, final design and ROW phases for the I-Bond projects. Caltrans is administering the major construction contracts; Alameda CTC is administering some construction contracts to facilitate a successful and efficient delivery team. The Capital Projects Team continues to provide concentrated project management and construction management oversight for these major projects. In addition, the team administers support for design services during construction.

**Table 8: Proposition 1B Bond Program**

Highway Project Description	Total Project Cost (\$ x million)	Bond Funds (\$ x million)	Bond Type*
1. I-580 Eastbound HOV Lane (Segments 1, 2 and 3 – auxiliary lanes)	\$137.2	\$55.2	CMIA
2. I-580 Westbound HOV Lane (East and West segments)	143.9	82.4	CMIA
3. Isabel Ave., I-580/Route 84 Interchange	111.7	45.3	CMIA
4. I-880 Southbound HOV Lane (North and South segments)	106.5	82.6	CMIA
5. I-80 Integrated Corridor Mobility (Sub-projects 1-6)	80.0	66.2	CMIA, TLSP
6. Route 84 Expressway (North & South Segments)	122.0	16.1	CMIA
7. I-880 North Safety and Operational Improvements at 23 <sup>rd</sup> /29 <sup>th</sup> Aves	99.9	73.4	TCIF
Total	\$801.2	\$421.2	

\* Proposition 1B account types include Corridor Mobility Improvement Account (CMIA), Trade Corridor Improvement Fund (TCIF), and Traffic Light Synchronization Program (TLSP).

To minimize Alameda CTC's exposure to financial risk during the construction phase, the Capital Projects Team has implemented an engaged construction oversight program in cooperation with Caltrans. The goal of the construction oversight program is to partner with Caltrans to meet the cost and schedule parameters of the projects. The status of the I-Bond and other projects are as follows.

## Projects in the project development phase:

- a. **I-580 Express Lanes Project (Project Nos. 720.4 and 724.1):** The Alameda County express lanes connect the region and are an innovative approach to congestion management. The I-580 Eastbound Express Lanes will be built once the I-580 Eastbound Auxiliary Lanes, currently under construction, are complete. The westbound express lanes project will follow the I-580 Westbound HOV Lane project currently under construction. Construction of the express lanes project is scheduled to begin fall 2014. In addition to project development activities, the Capital Projects Team continues to coordinate with multiple regional partner agencies on design and policy components, to ensure Alameda County express lanes and the larger MTC Bay Area Express Lane Network are integrated and seamless. In FY2014-15, the Capital Projects Team will manage public outreach and education efforts associated with the roll-out of the new I-580 express lanes facility, as well as work on legislation to facilitate effective implementation of the lanes.
- b. **I-580 Westbound HOV Lane – Landscaping (Project No. 724.6):** This landscape project will be complete after the primary facility construction is complete. Alameda CTC is monitoring this project.



- c. **I-80 Gilman (Project No. 765.0):** Alameda CTC is the project sponsor of this study-only project and has hired a consultant to analyze traffic data and prepare conceptual designs for roundabouts and signalized intersection alternatives. Completion of the study is scheduled for summer 2014. Project Approval/Environmental Document (PA/ED) efforts may begin in FY2014-15.

**Projects in the construction phase:**

- d. **I-580 Eastbound HOV Lane – Segment 3 with Auxiliary Lane (Project No. 720.5):** Caltrans administers this I-Bond project. As project sponsor, the Alameda CTC Capital Projects Team is providing construction management oversight in coordination with Caltrans. Construction began fall 2012 and is anticipated to be complete in fall 2014.
- e. **I-580 Westbound HOV Lane – East Segment (Project No. 724.4):** Caltrans is responsible for construction of this I-Bond project. As project sponsor, the Alameda CTC Capital Projects Team is providing construction management oversight in coordination with Caltrans. Construction began fall 2012 and is anticipated to be complete in summer 2015.
- f. **I-580 Westbound HOV Lane – West Segment (Project No. 724.5):** Caltrans is responsible for construction of this I-Bond project. As project sponsor, the Alameda CTC Capital Projects Team is providing construction management oversight in coordination with Caltrans. Construction began fall 2012 and is anticipated to be complete in fall 2014.
- g. **I-880 Southbound HOV Lane – South Segment (Project No. 730.1):** Caltrans is responsible for construction of this I-Bond project. As project sponsor, the Alameda CTC Capital Projects Team is providing construction management oversight in coordination with Caltrans. Construction began fall 2012, with an estimated completion in late spring 2015.
- h. **I-880 Southbound HOV Lane – North Segment (Project No. 730.2):** Caltrans is responsible for construction of this I-Bond project. As project sponsor, the Alameda CTC Capital Projects Team is providing construction management oversight in coordination with Caltrans. Construction began fall 2012 and is anticipated to be complete in late summer 2015.
- i. **I-880 North Safety and Operational Improvements at 23rd - 29th Project: (Project No. 717.0):** Alameda CTC is the project sponsor for this I-Bond project and advertised the project for construction in fall 2013. Contract award is expected by spring 2014. The Capital Projects Team is providing construction management oversight in coordination with Caltrans.

- j. **I-80 Integrated Corridor Mobility (ICM) Project – (Project No. 791.0-6):** The I-80 ICM Project will enable operational improvements and implement intelligent transportation system (ITS) strategies, such as adaptive ramp metering and incident management on I-80 from the San Francisco-Oakland Bay Bridge Toll Plaza to the Carquinez Bridge in Alameda County and Contra Costa County. The project includes improvements to San Pablo Avenue and the arterials connecting with the main I-80 corridor. Alameda CTC was responsible for advertisement and award and is currently administering the project, which is currently under construction by Caltrans. Due to the complexity of the project, implementation is occurring under various construction/ITS contracts:
- **Sub-project #1 (EA 3A7741) – Software & Systems Integration (SI):** Software implementation and system integration activities will continue through summer 2015; the Capital Projects Team continues to manage and administer the SI contract. Extensive coordination between Caltrans and local agencies is needed on this sub-project.
  - **Sub-project #2 (EA 3A7751) – Specialty Materials Procurement:** The contract was awarded June 2012; sign manufacturing, contract management and administration activities are underway.
  - **Sub-project #3 (EA 3A7711) – Traffic Operations Systems (TOS):** Work on this contract was complete in summer 2012. No effort is anticipated for this contract in FY2014-15.
  - **Sub-project #4 (EA 3A7764) – Adaptive Ramp Metering (ARM):** The contract was awarded in fall 2012, with completion expected in summer 2014. This contract is administered by Caltrans. The Capital Projects Team provides design services during construction and project management on this sub-project.
  - **Sub-project #5 (EA 3A7774) – Active Traffic Management (ATM):** The contract was awarded in fall 2012, with completion expected in winter FY2014-15. The Capital Projects Team provides design services during construction and project management on this sub-project.
  - **Sub-project #6 (EA 3A7734) – San Pablo Corridor and Arterial Improvements:** Construction is complete on this sub-project; however, certain change-order work is expected to continue through 2014 to facilitate system integration. Alameda CTC is responsible for advertisement, award and administration of this sub-project. The Capital Projects Team provides project and construction management and design services during construction.

In addition, the project team will manage public outreach and education efforts associated with the roll-out of the new I-80 ICM Project facility in FY2014-15.

- k. **Webster Street SMART Corridor (Project No. 740.0):** This project is substantially complete. Final testing of system components was completed in early 2014, and contract closeout is underway.
- l. **East Bay Greenway (Coliseum BART to 85<sup>th</sup> Avenue) (Project No. 635.1):** Alameda CTC used 2000 Measure B bicycle and pedestrian discretionary grant funds for the preliminary engineering and environmental analysis of the 12-mile project. Construction of a half-mile segment of the Class 1 Bike Lane facility started in October 2013 and is expected to be complete by spring 2014. Following completion of the project, Alameda CTC is responsible for maintaining this half-mile segment of the path. The Capital Projects Team plans to procure a contractor to perform the path maintenance and subsequently will be responsible for managing the ongoing maintenance contract. The Capital Projects Team is exploring options for funding construction of the remaining segments of the East Bay Greenway bicycle and pedestrian lane.

D. **Transportation Facilities Operations:** Alameda CTC supports the improvement and efficient operations of existing travel corridors with technology 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.

- 1. **SMART Corridors:** The East Bay SMART Corridors Program consists of capital investment and operations and maintenance of equipment used to improve the performance of transportation systems by promoting efficient use of the existing roadway, highway and transit systems. The program is a cooperative effort led by the Alameda CTC and 17 other partner agencies to operate and manage a multi-modal Advanced Transportation Management System.
  - a. **Operations:** Alameda CTC funds facility operation costs and routine maintenance of the SMART Corridor system and field elements along the following corridors:
    - San Pablo Avenue Corridor; and
    - International Boulevard/Telegraph Avenue/East 14th Street Corridor.
  - b. **Maintenance:** The SMART Corridor systems include closed circuit television devices, vehicle detection systems and transit system priority devices. The field elements requiring routine maintenance include:
    - **Closed circuit television (CCTV):** Fixed cameras mounted on poles to monitor local street traffic flow conditions as a way to

confirm actual traffic conditions and to implement appropriate traffic management strategies during an incident.

- **Non-intrusive vehicle detection system:** A microwave motion sensor to detect moving vehicles and provide traffic count data.
- **Transit system priority equipment:** Equipment that communicates to traffic signals to provide an early green or a green extension for rapid bus transit vehicles.

2. **Express Lane:** The Express Lane facility utilizes emerging technologies to manage existing roadway capacity to address decade-old traffic congestion by providing an option for solo drivers to use the HOV/express lane for a fee. The facility helps to manage traffic congestion by using underutilized capacity of the HOV lane to free up capacity in the general purpose lanes within the corridor.

Alameda CTC currently does not have any direct responsibility to operate Express Lanes. Assembly Bill 2032, which was passed by the California Legislature in 2004, authorized express lane implementation on the I-680 and I-580 corridors in Alameda County.

- a. **Sunol SMART Carpool Lane Joint Powers Authority (JPA):** Sunol SMART Carpool lane JPA has contracted with Alameda CTC to be the managing agency, responsible for the implementation of the JPA Administrative code including preparation of the JPA annual budget and quarterly financial reports, expenditure plan updates (every two years), annual financial audit, annual report and project report to the State Legislature. The annual operating expenditure budget for the Sunol SMART Carpool Lane JPA is approximately \$2 million, which includes costs associated with the electronic toll system operations, toll system and roadway maintenance, day-to-day system monitoring and administration, CHP enforcement, toll collection, customer service and media response services. Alameda CTC assists management with administration of the facility for a combined staff time of approximately one full-time equivalent, each year.

Additionally, the agency is responsible for executing and administering agreements and contracts for construction, administration and operation and maintenance of the Alameda County express lanes, including review and payment of invoices. Agency staff is responsible for the development of meeting agendas and staff reports including operations and project delivery status report updates and associated materials, which are presented to the Board at its monthly meetings.

- b. **Operations:** The following operational tasks are currently performed by the Capital Projects Team and are ongoing through FY2014-15:
  - Toll systems operations, day-to-day facility operations monitoring and routine maintenance; enforcement to deter toll and HOV

violations, illegal lane crossing and enhance safety; facilitating incident response/management, toll collection, customer service and media response related to toll facility operations; and reporting operational updates to the governing body, financial organizations and state and federal agencies;

- Coordination and consultation on tolling policy, dynamic pricing and industry standards, including providing research data for augmenting toll facility operations and maintenance for violation detection, local ordinance and changes to tolling policy;
- Preparation and support for the Executive Steering Committee meetings and agency representation at express lane forums and meetings; and
- Coordination of express lane development and policy with partner agencies to support future Alameda County express lanes (I-580 Express Lanes and I-680 Northbound Express Lane) in relation to the MTC Bay Area Express Lane Network.

- c. **Maintenance:** The I-680 Southbound Express Lane requires maintenance and emergency repairs of ITS elements, such as dynamic message signs, toll readers and lane controllers (computers), remote traffic monitoring stations, in-lay traffic monitoring stations, CCTV, communication and power connections, and roadway elements such as pavement, signs, lights, barrier and guard rails, etc. Staff is also responsible for managing the emergency on-call repairs of ITS elements to effectively manage traffic congestion in this express lane corridor.

In FY2014-15, the Capital Projects Team will continue to support the previously referenced activities.

- E. **Project controls:** The Capital Projects Team and Programming and Programs Team will perform the project control activities below for all programs and projects listed in the Overall Work Program in FY2014-15:

- perform project controls and monitoring;
- report on programs and projects, including preparing summaries of funding and expenditures, presentations, all project-related staff reports and supporting documentation for Alameda CTC's committees and Commission meetings, project fact sheets and web content for the agency website;
- manage project funding agreements including preparing, negotiating and recommending for execution all funding agreements and amendments in coordination with legal counsel and monitoring for agreement compliance;
- manage contracts including establishing baseline estimates, preparing, negotiating and recommending execution of all project-related professional

services contracts and amendments, subject to review by legal counsel and performing monitoring for contract compliance;

- review invoices, including processing and recommending payment for all project- and program-related expenditures;
- prepare and submit a reimbursement document for all project-related expenditures;
- solicit construction bids for projects for which Alameda CTC has advertise, award and administration responsibility;
- prepare and maintain high-quality, accurate funding plans for projects in the capital program;
- develop a cash-flow analysis, schedule and projection for each project;
- prepare quarterly funding plans and cash-flow updates for each project;
- obtain and maintain high-quality, accurate project management information for each project; including cost, scope, schedule, funding plan and cash-flow schedule;
- provide the Finance and Administration Team with project accrual needs and analysis of budget vs. actuals for project expenditures with material variances, including remaining balances for each grant;
- prepare an approval-ready draft and final Annual Strategic Plan; and
- prepare project-related projected funding and expenditure reports for the mid-year budget update and annual budget processes.

F. **Project delivery management:** In FY2014-15, the Capital Projects Team will perform all project delivery management activities from project inception to project closeout, for various capital projects outlined in the Overall Work Program:

- manage project-related professional services and construction contracts to ensure compliance with contract scope, budget and schedule;
- oversee and coordinate with project sponsors to ensure compliance with scope, budget and schedule in funding agreements;
- “troubleshoot” and resolve all project-delivery issues throughout the project life cycle (during all phases of projects) including project scope, schedule, budget, funding, communication, coordination, design standards, permitting, contracts and funding agreement issues;
- develop and revise selected project work plans for approval by the Commission;

- prepare and present project-related reports to Alameda CTC's committees and Commission; and
- attend and participate in meetings and discussions with partner agencies.

G. **Program administrative support:** Perform all administrative services and activities to support the projects and programs team, including:

- control and manage all project-related documents and information in electronic and hardcopy format;
- develop and prepare project fact sheets and project information, presentations and reports for various publications and communication mechanisms; and
- develop, coordinate and schedule meetings and events and prepare meeting materials.

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## Section 7. Finance and Administration Team

- A. **Overview:** The Finance and Administration Team is responsible for all financial activities (such as budgets, accounting and financial reporting, financial and other audits, investment management and reporting, financing activities and debt management and payroll), administrative contracts and procurements, administration of the Alameda CTC Local Business Contract Equity Program, agency office administration, administrative support, human resources, information technology and risk management.
- B. **Budget:** Refer to Table 9 below.

Table 9: Finance and Administration Team Budget Summary

Category	Adopted FY2013-14	Proposed FY2014-15
Salaries and Benefits	\$1,779,191	\$1,746,591
Management and Support Contract Services	1,547,419	2,102,332
All Other Costs	5,465,185	7,873,890
Total Budget	\$8,791,795	\$11,722,812

- C. **Financial activities:** Alameda CTC prepares financial information for presentation and approval by the Commission in accordance with Public Utilities Code and Alameda CTC's Administrative Code. These codes require that Alameda CTC prepares and submits an annual budget, and any amendments that may be necessary, to the Commission for approval. They also require that Alameda CTC has its financial records audited by a Certified Public Accountant annually. In FY2014-15, the Finance and Administration Team will prepare the following budget and reports, oversee financing activities and debt management and prepare and process payroll on a semi-monthly basis.
1. **Budget:** Alameda CTC utilizes an elaborate zero-based budgeting process to prepare its annual budget. The capital budget works on a rolling-budget basis, so that any expenditure and correlating funding approved for a project remains available until that authority has been used. Each team submits its budget needs and available funding sources by project to the Finance and Administration Team, which develops the administrative budget needs and funding based on approved agreements, contracts and various other factors. Finance staff reviews all budget needs for appropriateness and assembles all information into a consolidated budget, ensuring adequate funding sources are available. The Finance and Administration Team prepares the budget according to fund type, including the General Fund, Special Revenue Funds, Exchange Fund, Debt Service Fund and Capital Project Funds, and provides more detail by Alameda CTC function including administration, planning, programs and capital projects, then presents the budget to the Commission for approval.

2. **Comprehensive Annual Financial Report:** Since FY2012-13, Alameda CTC has prepared its annual audited financial statements within a Comprehensive Annual Financial Report (CAFR) format. This reporting format includes the required independent auditor's opinion and is the format the Government Finance Officers' Association recommends as the most desirable format for financial reporting by governmental agencies, as it provides more detailed and transparent information that most constituents can understand. A CAFR includes an introductory section with a transmittal letter, which gives an overview and reviews the economic condition of the organization; a financial section, which includes the auditor's report and opinion; Management's Discussion and Analysis, which provides management's overview of the financial state of the organization; basic financial statements including notes to the financial statements; required supplementary information; and additional supplementary information, which includes a Schedule of Expenditures of Federal Awards, a statistical section and a Federal Compliance Information section.
3. **Quarterly Financial Reports:** The Finance and Administration Team prepares quarterly financial reports for Commission review and approval which compare year-to-date actual revenues and expenditures to budgeted revenues and expenditures by fund type, similar to how Alameda CTC presents the budget to the Commission. This quarterly report also includes explanations for actual expenditures with material variances from budgeted amounts.
4. **Quarterly Investment Reports:** The Finance and Administration Team prepares quarterly investment reports which provide detailed information on each holding in Alameda CTC's portfolio as of the last day of the preceding quarter, explanations for significant changes in balances, and return on investment. These reports, prepared for Commission review and approval, ensure that agency investments are in compliance with the adopted investment policy and that Alameda CTC has sufficient cash flow to meet expenditure requirements for at least the following six months. Alameda CTC uses an investment advisor to manage its overall portfolio. The quarterly investment report also includes an outlook of current market conditions and an investment strategy, which the investment advisor prepares, designed to maximize return without compromising safety and liquidity.
5. **Financing activities and debt management:** Alameda CTC issued \$137,145,000 of par bonds as part of its inaugural bond issuance in March 2014. The agency does not currently have plans to issue additional debt in FY2014-15; however, the Finance and Administration Team needs to manage the outstanding debt throughout the fiscal year. Management of the outstanding debt for FY2014-15 involves ensuring that the interest fund is properly funded with sales tax revenues at the trustee bank and that interest payments are made by the interest due dates. It also includes preparing and submitting all drawdown schedules to the trustee to reimburse the agency for expenditures intended to be funded by bond funds and keeping track of the balance in each bond fund. In addition, staff needs to ensure that all required disclosures, including the agency's CAFR, are

posted to the Electronic Municipal Market Access website by the related due date, depending on the disclosure.

6. **Payroll:** The Finance and Administration Team prepares and submits payroll on a semi-monthly basis by utilizing an external processing center automatic data processing. Alameda CTC uses an electronic timecard submission system which allows for electronic approvals. Timecards are extensive records and allow employees to specifically charge their time to the activity on which they spend their time.

- D. **Administrative contracts and procurement:** Alameda CTC procures and awards contracts funded by local, regional, state and/or federal fund sources. For federally funded contracts, the Disadvantaged Business Enterprises Program applies in accordance with federal regulations 49 C.F.R. Part 26, and as amended from time to time by the U.S. Department of Transportation.

In October 2013, the Commission adopted consolidated contracting and procurement policies to guide Alameda CTC in its procurement activities, streamline efforts and expand local business participation. At the beginning of each calendar year, staff prepares an administrative support contracting plan for approval by the Commission. This plan incorporates Alameda CTC's objectives as well as contract equity goals for the Disadvantaged Business Enterprise Program and the Alameda CTC Local Business Contract Equity (LBCE) Program. Staff spends the next several months implementing that plan so that all contracts are in place for the beginning of the following fiscal year. In FY2014-15, the Finance and Administration Team will lead all administrative contract and procurement efforts.

- E. **LBCE Program:** For contracts funded with local funds, Alameda CTC applies the LBCE Program originally adopted by ACTIA in 2000 with the specific purpose of encouraging businesses of all sizes to locate and remain in Alameda County, employ residents of Alameda County and spend Measure B funds for Alameda County businesses' goods and services. This program was updated in October 2013 and applies to contracts funded by Measure B and VRF funds or a combination of Measure B, VRF and local and regional funds. Contracts that include state and federal funds are excluded from the LBCE Program and must adhere to state and federal requirements. Alameda CTC contracts a portion of the LBCE Program administration services to a consultant to provide administrative support, professional services and construction contract program outreach, certification of local businesses in the LBCE Program, proposal review and bid analysis to determine program compliance and independent review of Alameda CTC's Annual Contract Equity Utilization Reports. In FY2014-15, the Finance and Administration Team will oversee this program.
- F. **Administration and administrative support:** In FY2014-15, the Finance and Administration Team will continue to coordinate administration and both staff and consultant administrative support services for Alameda CTC. The Finance and Administration Team provides accurate, timely and responsive, high-quality customer service and administrative support to all Alameda CTC Commissioners, community

advisory committee members, agency staff and consultants and the public. The team is responsible for smooth day-to-day office operations and facility maintenance.

- G. **Human resources (HR):** HR and personnel management services include developing a common compensation policy, complete review and updating of the *Human Resources Policies and Procedures Manual*, assisting with recruitment, personnel counseling services, personnel files and record keeping, staff development, review of internal processes such as performance reviews, benefit management, and other services to improve human resource functions. Alameda CTC outsources HR services through a contract the Commission approves annually as part of the administrative support contracts plan. All other human resource activities are handled by the Finance and Administration Team; however, when expertise is needed in any given area, staff can consult with HR professionals. This system works well for Alameda CTC, since staff has been downsized, and HR issues are minimal.
- H. **Information technology (IT):** Alameda CTC's IT services provide for the design, acquisition, deployment and management of computing and telecommunications resources at the agency. Alameda CTC's daily operation depends on a robust and functional computer network for work program documentation, data analysis and internal and external communications. IT services include user support, remote network hosting and management of the local area network, upgrade and maintenance of the central servers and workstations, web-based data services and technical support of office support systems including telephone, mobile communication, fax, copiers and audio-visual equipment. Alameda CTC outsources IT services through a contract the Commission approves annually as part of the administrative support contracts plan. IT support is just a phone call away to help address staff's computer issue or needs. IT consultants handle many issues remotely; however, the consultant has a regular weekly onsite schedule to address IT needs.
- I. **General counsel:** General counsel services include representation at Commission and committee meetings regarding parliamentary procedures, the Brown Act, the Levine Act and other legislative and administrative regulations that govern Alameda CTC's funding sources, projects and programs. General counsel also provides assistance in reviewing engineering, design and construction contracts; reviews funding and cooperative agreements; and provides assistance with others matters such as the Fair Political Practice Act, personnel matters, legislative programs and issues, legality and administration of federal Disadvantaged Business Enterprise programs, Alameda CTC's LBCE Program policies and programs and litigation support in areas such as eminent domain, CEQA issues, tort claims, construction claims and other contract disputes. Alameda CTC contracts legal services that the Commission approves annually as part of the administrative support contracts plan.
- J. **Risk management:** Risk management involves the procurement of insurance through an insurance broker or other pooling mechanism. Alameda CTC's current insurance broker was procured through a competitive process in 2012 that involved an interview process to assess insurance expertise. Insurance brokers are unable to solicit bids during this competitive process, because brokers are not allowed to solicit bids for the agency until Alameda CTC has signed off on their representation.

## Section 8. Staffing

- A. **Overview:** The merger of the ACCMA and ACTIA in 2010 eliminated redundancies; created efficiencies in administration, planning, programs and project delivery; and streamlined legislative, policy and funding efforts. Alameda CTC remains committed to retaining its quality staff and maintaining the level of resources necessary to deliver transportation programs and projects and perform planning activities that help guide transportation development and funding decisions in Alameda County.
- B. **Staffing level:** In FY2014-15, Alameda CTC will continue to operate at the current staffing level, which increases the prospects for cross-functional growth and employee development in the organization; however, staff may need to reassess the agency's staffing plan in late 2014, depending on the outcome of the sales tax ballot measure reauthorization. In FY2014-15, each of the Alameda CTC teams will look for opportunities to rebalance its workload as employees retire or leave Alameda CTC, and staff will continue to evaluate staffing plans based on the organization's strategic goals.

Alameda CTC currently has 21 job classifications and 26 approved positions filled by 21 employees, including the executive director (refer to Table 10 below).

Table 10: Alameda CTC Approved Staffing Levels

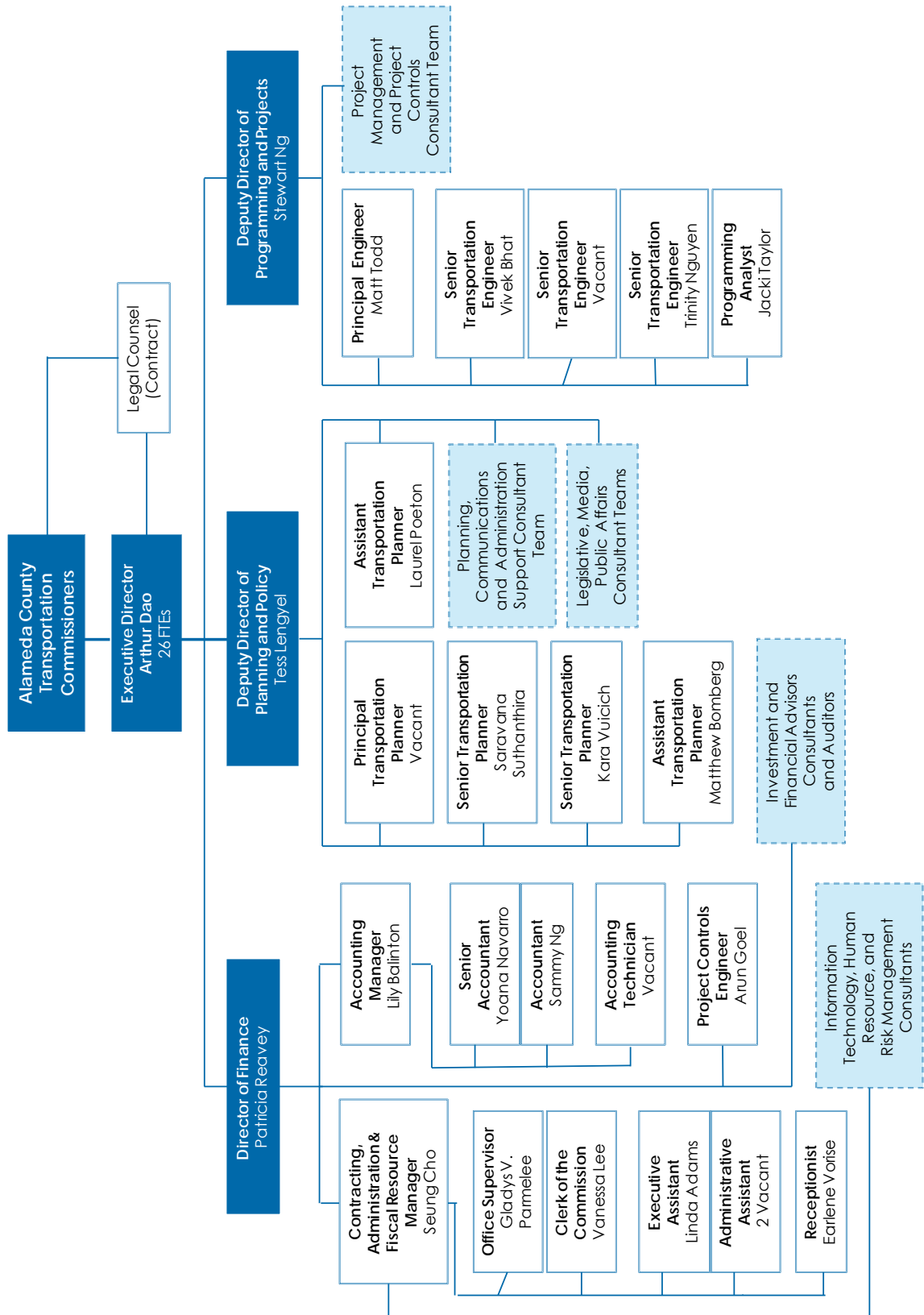
Staffing Plan	FY2013-14	FY2014-15	Net Change
Number of Positions	27.0	26.0	-1.0

The Commission approved a reduction of one position from the Planning and Policy Team for FY2014-15, which changed the number of approved positions from 27 to 26 (refer to Table 11 below). Refer to Figure 8 on the next page for an Alameda CTC staffing organizational chart.

Table 11: Alameda CTC Approved Staffing Levels by Team

Positions	FY2013-14	FY2014-15	Net Change
Executive Director	1.0	1.0	0.0
Planning and Policy	7.0	6.0	-1.0
Programming and Programs	4.5	4.5	0.0
Finance and Administration	13.0	13.0	0.0
Capital Projects	1.5	1.5	0.0
Total Positions	27.0	26.0	-1.0

Figure 8: Alameda CTC Staffing Organizational Chart (April 2014)





## Appendix A: List of Acronyms

<b>ABAG</b>	Association of Bay Area Governments	<b>FAC</b>	Finance and Administration Committee
<b>AC Transit</b>	Alameda-Contra Costa Transit District	<b>GRH</b>	Guaranteed Ride Home Program
<b>ACCMA*</b>	Alameda County Congestion Management Agency	<b>HDTs</b>	Hospital Discharge Transportation Service Program
<b>ACE</b>	Altamont Commuter Express	<b>HOV</b>	high occupancy vehicle
<b>ACTA</b>	Alameda County Transportation Authority (1986 Measure B authority)	<b>HR</b>	human resources
<b>ACTAC</b>	Alameda County Technical Advisory Committee	<b>I-580 PC</b>	Interstate 580 Express Lanes Policy Committee
<b>ACTIA*</b>	Alameda County Transportation Improvement Authority (original 2000 Measure B authority)	<b>IT</b>	information technology
<b>Alameda CTC</b>	Alameda County Transportation Commission (current Measure B authority)	<b>ITIP</b>	State Interregional Transportation Improvement Program
<b>ARM</b>	adaptive ramp metering	<b>ITS</b>	intelligent transportation system
<b>ARRA</b>	American Recovery and Reinvestment Act	<b>JPA</b>	Joint Powers Authority
<b>ATM</b>	active traffic management	<b>LAVTA</b>	Livermore Amador Valley Transportation Authority
<b>BAAQMD</b>	Bay Area Air Quality Management District	<b>LBCE</b>	Local Business Contract Equity
<b>BART</b>	San Francisco Bay Area Rapid Transit District	<b>LOS</b>	level of service
<b>BRT</b>	bus rapid transit	<b>LTP</b>	Lifeline Transportation Program
<b>BPAC</b>	Bicycle and Pedestrian Advisory Committee	<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century Act
<b>Caltrans</b>	California Department of Transportation	<b>MTC</b>	Metropolitan Transportation Commission
<b>CAFR</b>	Comprehensive Annual Financial Report	<b>OBAG</b>	One Bay Area Grant Program
<b>CCTV</b>	closed circuit television	<b>PA/ED</b>	project approval and environmental document
<b>CEQA</b>	California Environmental Quality Act	<b>PAPCO</b>	Paratransit Advisory and Planning Committee
<b>CIP</b>	Capital Improvement Program	<b>ParaTAC</b>	Paratransit Technical Advisory Committee
<b>CMA</b>	congestion management agency	<b>PDA</b>	priority development area
<b>CMAQ</b>	Federal Congestion Mitigation and Air Quality	<b>PDA IGS</b>	Priority Development Area Investment and Growth Strategy
<b>CMATIP</b>	Congestion Management Agency Transportation Improvement Program	<b>PID</b>	project initiation document
<b>CMP</b>	Congestion Management Program	<b>PMO</b>	project management oversight
<b>CTC</b>	California Transportation Commission	<b>PMS</b>	pavement management system
<b>CWC</b>	Citizens Watchdog Committee	<b>PPC</b>	Programs and Projects Committee
<b>CWTP</b>	Countywide Transportation Plan	<b>PPLC</b>	Planning, Policy and Legislation Committee
		<b>RFP</b>	request for proposals
		<b>RM2</b>	Regional Measure 2 (bridge toll)
		<b>ROW</b>	right of way
		<b>RTIP</b>	Regional Transportation Improvement Plan

## Overall Work Program for FY2014-15

<b>RTP</b>	Regional Transportation Plan (MTC's Transportation 2035)	<b>STP</b>	Federal Surface Transportation Program
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient Transportation Equity Act, a Legacy for Users (replaced by MAP-21)	<b>STP/CMAQ</b>	Surface Transportation Program/Congestion Mitigation and Air Quality
<b>SCS</b>	Sustainable Communities Strategy	<b>TCRP</b>	Transportation Congestion Relief Program
<b>SC-TAP</b>	Sustainable Communities Technical Assistance Program	<b>TDM</b>	transportation demand management
<b>SI</b>	software and systems integration	<b>TFCA</b>	Transportation Fund for Clean Air
<b>SIP</b>	State Implementation Plan/Strategic Investment Plan	<b>TIP</b>	Federal Transportation Improvement Program
<b>SR2S</b>	Safe Routes to School	<b>TOS</b>	traffic operations systems
<b>STIP</b>	State Transportation Improvement Program	<b>VRF</b>	Vehicle Registration Fee
		<b>WSBTS</b>	Wheelchair and Scooter Breakdown Transportation Service Program

\*Merged to become Alameda County Transportation Commission in 2010.



## Application for the Alameda CTC Citizens Watchdog Committee (CWC)



The Alameda CTC invites Alameda County residents to serve on its **Citizens Watchdog Committee**, which meets on the second Monday of the month quarterly, from 6:30 to 8:30 p.m. Each member is appointed for a two-year term.

### Membership qualifications:

Each CWC member must be a resident of Alameda County and must not be an elected official at any level of government or be a public employee of any agency that oversees or benefits from the proceeds of the Measure B sales tax or have any economic interest in any Measure B-funded projects or programs.

Name: ROBERT A. TUCKNOTT

Home Address: \_\_\_\_\_

Mailing Address (if different): \_\_\_\_\_

Phone: (home) \_\_\_\_\_

Email: \_\_\_\_\_

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on the CWC and why you are qualified for this appointment.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer or relevant volunteer experience including organization, address, position and dates.
- IV. **Bio or Resume**

**Certification:** I certify that the above information is true and complete to the best of my knowledge.

Signature \_\_\_\_\_

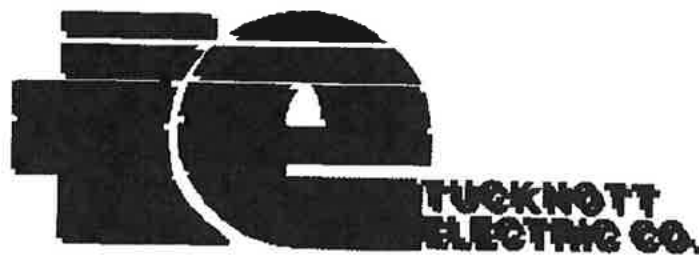
Date 5/1/14

Return the application to your appointing party for signature (see [www.alamedactc.org/app\\_pages/view/8](http://www.alamedactc.org/app_pages/view/8)), or fax (510.893.6489) or mail it to Alameda CTC.

Appointing Party: ACWC District 4Signature: [Signature]Date: 5/15/14

**Attachment for Citizens Watchdog Committee**

- I. I served on the Chabot Las Positas College bond board oversight committee for one term
- II. I am interested in making sure that the funds provided for the transportation committee via our sales tax go to the appropriate projects that are delegated in the bond measure that the voters approved. I have extensive experience in accounting and public financials due to my time on the Chabot Las Positas Bond measure oversight committee
- III. See Attached
- IV. See Attached



### Robert A. Tucknott

#### Vocational service:

- Licensed Electrical Contractor, CA since 1972, #755258 & #272838
- Licensed Electrical Contractor, NV since 1994, C-2 License #0038196A
- Licensed General Engineering Contractor, CA since 1973, #755258 & #272838
- Licensed Building Contractor, CA since 1973, #755258 & #272838
- Licensed Asbestos Removal Contractor, since 1986, #755258 & #272383
- Licensed Hazardous Material Contractor, since 1986, #755258 & #272838
- Licensed Journey Electrician, CA #102420
- President & CEO of Tucknott Electric Co. (started 42 years ago)(49 years in the industry)
- Past National Committee Member for the **Electrical Council of the Associated Builders & Contractors** (a national committee)
- Certified Professional Estimator (certified by the **American Society of Estimators**), #571 Golden Gate Chapter Life Member
- EPA Lead Paint Renovator, License #NAT-69020-1
- Helped prepare the estimating test for the **American Society of Professional Estimators** for the Electrical Division
- Past Board Member of the **National Electrical Contractors Association**
- Past Officer with the **Electrical Bid Registry** of the East Bay
- Past Secretary of the **Alameda County Builders' Exchange**
- Past Board Member of the **Associated Builders & Contractors**, Golden Gate Region
- Past Chairman of the **ABC Electrical Council**, Golden Gate Region
- Arbitrator for the Construction Division of the **American Arbitration Association**
- Arbitrator for the **Better Business Bureau**
- Arbitrator for the **Arbitration & Mediation Association Incorporated**
- Past Member of the **Association of Professional Energy Managers**
- Senior Arbitrator & Member of the **National Panel of Consumer Arbitrators for the Better Business Bureau**
- Past Member of the **Construction Specifications Institute**
- Professional advocate for arbitration and mediation
- Past President for the **San Leandro Chamber of Commerce**, 2000 - 2002
- Member of the **Pleasanton Chamber of Commerce**
- Member of the **Dublin Chamber of Commerce**
- Member of the **Livermore Chamber of Commerce**
- Member of **San Ramon Chamber of Commerce**
- Member of **Alamo Chamber of Commerce**
- Past Chairman and Founding Member of the **San Leandro Ambassadors**
- Accredited Quality Contractor by **ABC**, consecutively from June '94 to April '12

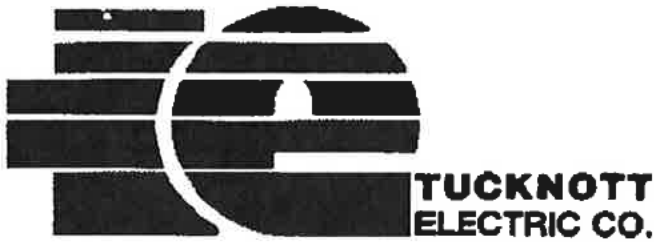


- **Value Star Certified Electrical Contractor**
- **STEP Platinum Safety Award from the Associated Builders & Contractors**
- **Member of the Western Regional Master Builders Association**
- **National Safety Merit Award 2008, 2009, 2010**
- **Member of the Associated Builders & Contractors**
- **Past Member of the Independent Electrical Contractors Incorporated**
- **Past President of the Electric Club of the Greater East Bay**
- **Past Trustee for the National Electrical Contractors Association Trust**
- **Past Board Member of the American Society of Professional Estimators**
- **Winner of the SPARK Achievement Award from the Independent Electrical Contractors Incorporated**
- **Founding Member of Merit Shop Training Center of ABC**
- **Taught Electrical Estimating for ABC**

(Partial List)

### **Community Service:**

- **Past President of the San Leandro Boys & Girls Club and Recipient of the President's Award**
- **Past Chairman of the Board for the Eden Area YMCA**
- **Recipient of the Chairman's Roundtable Award for 10 straight years, YMCA**
- **Recipient of the Top Campaigner Award for 5 years straight Eden Area, YMCA**
- **Past Board Member of the San Leandro Hospital**
- **Member of the San Leandro Exchange Club and Recipient of the Book of Golden Deeds**
- **Past President of the San Leandro Exchange Club**
- **Recipient of Multiple Outstanding Service Awards from the San Leandro Exchange Club**
- **Past District Governor of the San Leandro Exchange Club**
- **Past Commander of the Alameda County Sheriff's Air Squadron & Current and Active Member**
- **Member of the Coast Guard Auxiliary Airwing & Past Flotilla Commodore**
- **Officer of the Western States Sheriff's Air Squadron Association**
- **City of San Leandro Easter Egg Chairman for 34 years, sponsored by the Exchange Club**
- **Recipient of Outstanding Area Governor Award for the San Leandro Exchange Club**
- **Recipient of the National Exchange Club Achievement Award in 1976**
- **Builder of 3 Exchange Clubs in the East Bay**
- **Founding Member of the San Leandro Exchange Club's Child Abuse District Program**
- **Volunteer with the Davis Street Community Center**
- **Past Wing Leader and Past Board Member of Angel Flight West**
- **Received Volunteer Service Award from City of Hayward 1995**
- **Received Distinguished Service Award 1995, YMCA**
- **Past Secretary and Board Member of the Goodwill Industries of the Greater East Bay**
- **Recipient of the National Service to Youth Award from Boys & Girls Clubs of America**
- **Helping Hands Award from National Exchange Club**
- **Past President of Lake Merritt Breakfast Club, sponsoring the Necklace of Lights at Lake Merritt**



- Board Member of **Alameda County Taxpayers Association** for the past 30 years
  - Awarded Executive Circle Volunteer Service Award by **Angel Flight**
  - Past Candidate for Alameda County Supervisor 1980
  - Awarded "**Book of Golden Deeds**" National award from the Exchange Club.
- (Partial List)

#### **Rotary Service:**

- 38 year **Rotary** Member since 1973
  - Past President of the **San Leandro Rotary Club** 1985/6
  - Chaired Numerous Committees at the Club Level for **San Leandro Rotary Club**
  - Chaired and Built a school (sponsored by **San Leandro Rotary**) in Zihuatanejo, Mexico (5-year project)
  - Made Honorary Citizen of Zihuatanejo for above project
  - Past Area Representative of Area 2
  - Received Multiple Certificates of Achievement for various committees in Rotary
  - Founding Member of the **Rota-Care Center** in San Leandro
  - Founding Chair of the **San Leandro Rotary Endowment**
  - Chair of the **District Assembly** 1993
  - Recipient of District 517 Attendance Award 1986/7
  - Benefactor in the **Rotary International Foundation**
  - Major Donor in the **Rotary International Foundation**
  - Multiple Paul Harris Fellow Level 14
  - Multiple Chairmanships of District Committees for 10 years
  - Average of 350 % attendance for 15 years in Rotary
  - Chairman area 2 '**Let's Go Fishing**' Rotary Program for 15 years
  - Went on the first **Polio Plus** team to Guyana, Africa 1998
  - Attended Several Project fairs in South and Central America
  - Hosted 10 Foreign Exchange Students
  - Sponsors of a **Sister Cities** child in Brazil for 10 years
  - Past President of the **Dublin Rotary Club** 2008-2009
  - Lead Team for Wheel Chair Program to Santiago Chile
- (Partial List)

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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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# Citizens Watchdog Committee Meeting Minutes Monday, March 10, 2014, 6:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

## 1. CWC Annual Report Outreach Objectives

See attachment 3.0 for the meeting minutes for this agenda item.

## 2. Welcome and Call to Order

CWC Chair James Paxson called the meeting to order at 6:30 p.m. The meeting began with introductions, and the chair confirmed a quorum. All CWC members were present, except the following: Arthur Geen, Sandra Hamlat, William Klinke, Brian Lester, and Harriette Saunders.

## 3. Public Comment: Ken Bukowski with Emeryville Property Owners Association informed the committee that he would video record the meeting and place the video on YouTube.

## 4. Approval of January 13, 2014 Minutes

*Jim Haussener moved to approve the minutes as written. JoAnn Lew seconded the motion. The motion passed 7-0 with one abstention, Hale Zukas.*

## 5. Program Compliance Summary Report to CWC

Matt Todd gave an update on the Direct Local Program Distribution Fund Compliance Summary Report review. He explained that Alameda CTC staff and CWC members submitted comments on jurisdictions' and agencies' financial audits and Program Compliance Reports for fiscal year 2012-2013 (FY12-13). Staff submitted the comments to the agencies, and the responses to the comments from the agencies are in Attachment 5B.

Matt noted that the CWC will receive the final Compliance Summary Report in June, and can use some of the information in the CWC's annual report to the public. He informed the committee that all responses are also on the website, and the committee has until March 28th to provide additional feedback.

Overall, the CWC agreed that reviewing the spreadsheets and the analysis that staff provided was an excellent improvement over prior years. The manner in which staff laid out the information helped with the review and evaluation process. James Paxson stated that this is the first year of having enough data to analyze the output from the new Master Programs Funding Agreement (MPFA) process, and there are opportunities for CWC members to provide constructive feedback to staff.

James recommended forming an ad hoc committee of interested participants to provide input to staff on the review process and to follow up on the below items before the next reporting cycle:

- a. To facilitate reporting that's easy to follow, if an agency makes a large change from one year to the next or submits additional information, how will Alameda CTC track those items?

- b. In terms of general reporting, as evaluating the rolling reserves becomes more complicated, the committee wants to make sure that the reporting structure is easy to follow.
- c. CWC members would like to assist in standardizing the reporting of the audited financial reports from the agencies.

*Jim Haussener moved to establish a Compliance Reporting Ad Hoc Committee to discuss and provide input on the new process of tracking/analyzing the data provided by the jurisdictions and agencies. Cynthia Dorsey seconded the motion. The motion passed unanimously (8-0).*

The following members volunteered for the Compliance Reporting Ad Hoc committee, which will meet in the July/August timeframe:

- James Paxson
- Steve Jones
- Jim Haussener
- Deborah Taylor

## **6. Establishment of CWC Annual Report Subcommittee**

The following committee members volunteered for the Annual Report Subcommittee:

- James Paxson
- Deborah Taylor
- Mike Dubinsky
- Hale Zukas
- Jim Haussener

James stated that staff will contact the subcommittee members with a meeting date. He requested that CWC members submit any new ideas for the annual report via email to him and Tess Lengyel.

Mike Dubinsky summarized the discussion from the Annual Report Outreach Subcommittee as follows:

- a. The subcommittee concluded that the residents of Alameda County represent the public and that is the target audience for annual report outreach.
- b. CWC members should do what they can to facilitate dissemination of the annual report to the public.
- c. It's fair for the CWC members to accept the responsibility and their role in the public outreach task.
- d. The CWC will continue to identify people to send the annual report to and reach out to community-based businesses and other organizations.

James Paxson requested the committee review the notes from the CWC Annual Report Outreach Subcommittee meeting that will be included in the June packet. He stated that the committee will look at the topic of public outreach in more detail. He requested members read the notes and determine any additional steps.

## **7. Responses to CWC Requests for Information**

### **7.1. CWC Annual Report E-blast Outreach Data and Cost Estimates for Ad Placements AC Transit and BART**

Tess Lengyel summarized the effectiveness of e-blasts about the CWC Annual Report to e-blasts on other agency topics. She also provided the committee with the cost estimates from AC Transit and BART for on-board ad placements. Tess requested the committee review items 7.1A and 7.1B for various statistics. Regarding placing ads for the annual report on AC Transit and BART, Attachment 7.1C provides cost estimates for recommended quantities at standard rates. Tess noted that per

Alameda CTC's MPFA with AC Transit, the agency will place ad cards above the windows along the length of the bus at no cost, as AC Transit agrees to provide partners with a limited number of ad cards to benefit the community. She stated that Alameda CTC is exploring updating the ad cards and possibly changing the ad.

The committee inquired if the annual report can be placed in turnstiles for AC Transit and BART. Staff responded that in the past the articles in BART turnstiles are reserved for BART only. A member suggested writing an article for the BART newsletter. James Paxson stated that the CWC Annual Report Subcommittee will discuss the information and comments on this agenda item at its meeting.

## **7.2. Projects and Programs Watch List Update**

Tess Lengyel reviewed the projects and programs watch list process and mentioned that the CWC members will sign up in June to watch projects and programs. She informed the committee that the watch list is an opportunity for members to watch projects and programs of interest to them. A member inquired if questions are allowed at project meetings. Staff assured the committee that questions are allowed, and attendees can identify themselves as CWC members, but not as representing the CWC. The committee requested that staff advise agencies to only inform members of Measure B projects covered at the meetings.

## **8. CWC Member Reports/Issues Identification (Verbal)**

### **8.1. CWC Issues Identification Process and Form**

There were no issues identified. Tess Lengyel answered inquiries regarding committee vacancies. She stated that every quarter, staff creates letters to send to appointers to ensure each committee has as many members as possible. The letters list the vacancies and whose members' terms are expiring and need reappointment on the committee. Tess noted that at every Commission meeting James Paxson announces the vacancies.

Tess also answered inquiries regarding the 2014 Transportation Expenditure Plan (Plan). She mentioned the 2014 Plan specifies an oversight committee, an Independent Watchdog Committee (IWC), which has the same structure as the CWC. If the measure passes in 2014, the agency will have the CWC and the IWC.

James Paxson informed the committee that the Commission has approved the Plan, and it must be ratified by a majority of the cities in Alameda County, representing a majority of the population. He suggested committee members attend a city council meeting to learn more. Tess mentioned that Alameda CTC has a 2014 Plan webpage that contains fact sheets for every city and a calendar of city council presentations during which Alameda CTC will seek Plan approval.

### **9.1. FY13-14 ACTIA Mid-Year Budget Update**

Patricia Reavey gave an update on the Alameda CTC mid-year budget for FY 13-14. She mentioned that the proposed budget update contains revenue of \$381.6 million, of which \$120 million is from sales tax revenues and \$157.5 million is from bond proceeds. The proposed budget update also includes an update to the audited FY12-13 year-end fund balances which were rolled forward by fund into FY2013-14 of \$219.2 million. Total expenditures in the proposed budget update are \$325.8 million for a consolidated ending fund balance of \$275.0 million. The net increase in fund balance in the updated budget is \$182.0 million which is mostly related to the

inclusion of bond proceeds for bonds issued to support the Measure B capital program. Patricia stated that the Finance and Administration Committee approved the mid-year budget update for FY 13-14.

#### **9.2. Alameda CTC FY2013-14 Second Quarter Investment Report**

Patricia Reavey reviewed the Alameda CTC FY 13-14 Second Quarter Investment Report with the committee pointing out total cash and investments of \$225.7 million as of December 31, 2013 and an approximate return on investment of 0.34% year-to-date. Patricia stated that the Finance and Administration Committee approved the Second Quarter Investment Report for FY 13-14.

#### **9.3. Debt Issuance for the 2000 Measure B Capital Program**

Patricia said that the Commission approved the original debt-issuance structure. She stated that the projects with the largest draw on Measure B capital project funds are the BART Warm Springs Extension, the BART Oakland Airport Connector, the Route 84 Expressway, and the I-580 Corridor Improvements projects, which together account for most of the debt financing need. The goal for the debt issuance was to ensure that Measure B capital projects will continue to be funded in the short term with the ability and cash flow to pay debt service over the life of the debt. Patricia stated that getting approval of the debt issuance in a timely manner allowed Alameda CTC to take advantage of the low interest rate environment. Bonds were issued at a 1.578 percent total all-in issuance cost. Alameda CTC bond issuance statistics are as follows:

- The bonds sold at varying coupon rates from 3 percent to 5 percent, with an average rate of 4.293 percent.
- The maximum annual debt service coverage is 4.57 times based on FY2013 sales tax revenues.
- The \$137,145,000 in par value bonds sold at a premium for total bond proceeds of \$157,480,856.
- The closing date for the debt issuance was March 4, 2014, with a final maturity of March 1, 2022, the same month that Measure B sales tax expires.
- The total all-in interest cost was 1.578 percent.

#### **9.4. Results of Solicitation of Ratings for Debt Issuance**

Patricia Reavey stated that Alameda CTC is the first and only self-help county in the State of California with a sales tax revenue bond rating of AAA from both Fitch Ratings and Standard and Poor's Ratings Services.

#### **9.5. CWC Calendar FY 13-14**

Deborah Taylor requested a presentation on the Oakland Airport Connector project. Staff stated that members will be invited to the ribbon-cutting ceremony and in January Alameda CTC gave a full update on projects

#### **9.6. CWC Roster**

James Paxson stated that the committee roster is in the agenda packet for review purposes.

#### **9.7. Alameda CTC Commission Action Items**

Staff stated that the Alameda CTC Commission action items are listed in the agenda packet.

#### **9. Adjournment**

The meeting adjourned at 9 p.m. The next meeting is scheduled for June 9, 2014 at Alameda CTC offices.

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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	5
6	Ms.	Hamlat	Sandra	Oakland	Bike East Bay	Apr-13		N/A	2
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	4
11	Mr.	Lester	Brian	Pleasanton	Alameda County Supervisor Scott Haggerty, D-1	Sep-13		Sep-15	3
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.	Tucknott	Robert A.	Pleasanton	Pending Commission Approval Alameda County Mayors' Conference, D-4	Jun-14		Jun-16	0

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

15	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	May-14	May-16	1
16		Vacancy			Alameda County Mayors' Conference, D-3				
17		Vacancy			Sierra Club				





Paratransit Advisory and Planning Committee  
Meeting Minutes  
Monday, April 28, 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>A</u> Sylvia Stadmire, Chair	<u>A</u> Sandra Johnson-Simon	<u>P</u> Carmen Rivera- Hendrickson
<u>P</u> Will Scott, Vice-Chair	<u>A</u> Jane Lewis	<u>P</u> Michelle Rousey
<u>P</u> Aydan Aysoy	<u>P</u> Jonah Markowitz	<u>P</u> Harriette Saunders
<u>A</u> Larry Bunn	<u>A</u> Rev. Carolyn Orr	<u>P</u> Margaret Walker
<u>P</u> Shawn Costello	<u>A</u> Suzanne Ortt	<u>P</u> Esther Waltz
<u>P</u> Herb Hastings	<u>A</u> Thomas Perez	<u>P</u> Hale Zukas
<u>P</u> Joyce Jacobson	<u>P</u> Sharon Powers	
	<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 Christina Ramos, Alameda CTC Projects/Programs Team

### Guests:

Jennifer Cullen, Senior Support Program of the Tri-Valley; Sarah Dawn-Smith, Bay Area Outreach and Recreation Program

## MEETING MINUTES

### 1. Welcome and Introductions

Will Scott, PAPCO Vice 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 March 24, 2014 PAPCO Meeting minutes as written. Michelle Rousey seconded the motion. The motion passed (11-0-0). Members Aydan Aysoy, Herb Hastings, Joyce Jacobson, Jonah Markowitz, Sharon Powers, Vanessa Proee, Michelle Rousey, Harriette Saunders, Will Scott, Esther Waltz and Hale Zukas were present.*

## **4. FY 2014-15 Program Funding Recommendation**

Naomi Armenta reviewed the Measure B Paratransit FY 2014-15 Program Plans and Funding memo, the Summary of PAPCO Subcommittee Recommendations as well as the Paratransit Program Plan Review meeting notes. Staff recommended that PAPCO review and approve the Program Plan Review Subcommittees' recommendations for FY 2014-15 paratransit program plans and their annual Measure B direct local program distribution funding. Staff will present PAPCO's recommendation to the Commission in June. Naomi also noted that all programs submitted the requested additional information regarding certain contracts funded by Measure B Paratransit funds. A summary report will be prepared from the information received and will be presented to PAPCO in June 2014.

Questions and feedback from PAPCO members:

- When do the programs have to submit their requested additional information? Staff has received a majority of the programs' responses but staff will be following up with programs regarding specific information that was not received. Also, all programs were recommended for conditional funding by the subcommittees until their information was received. A summary of this information will be presented to PAPCO in June.
- Were there particular aspects of the report that everyone failed to submit enough information? Staff color coded the information that was received versus the information that was not received on an Excel spreadsheet and found that the missing information was pretty scattered. There were no real trends to report,

however, some questions may be better defined to prevent confusion moving forward.

- Why did LAVTA receive a recommendation to be required to present quarterly reports again? The change in transportation provider prompted the request for quarterly reports.
- I have concerns regarding the parameters that we use for administration costs which in our guideline is up to 18% of their program funding. Some programs are very large and some are entirely funded by Measure B direct local program funds or Gap Grant funds or both. Other programs are funded by both Measure B and City general funds. How can we put the 18% administrative cap on programs that are so vastly different? In the future, I would like to know what the administrative costs actually are and what they produce in specific programs. Staff noted that they have worked with the programs over the last several years to provide more information regarding their administration in relation to their overall programs' funding. The 18% is not necessarily a guideline but more so a benchmark from the beginning of Measure B. It gives staff and the subcommittee a point of reference to compare programs in the Finance Subcommittee. We can discard the 18% and discuss administrative costs more in depth and in context with next year's subcommittee.

*Jonah Markowitz moved to approve the PAPCO Program Plan Review Subcommittees' recommendations, removing the condition for supplemental information, for FY 2014-15 program funding. Esther Waltz seconded the motion. The motion passed (12-0-0). Members Aydan Aysoy, Shawn Costello, Herb Hastings, Joyce Jacobson, Jonah Markowitz, Sharon Powers, Vanessa Proee, Michelle Rousey, Harriette Saunders, Will Scott, Esther Waltz and Hale Zukas were present.*

## **5. Member Reports on PAPCO Mission, Roles, and Responsibilities Implementation**

Vanessa Proee will be attending the new BART car viewing on April 29<sup>th</sup> at the North Berkeley Station.

Joyce Jacobson reported that Emeryville has been working on funding solutions for the Emery-Go-Round shuttle. The short term funding issue has been resolved and individuals are now working on securing long term funding. Business groups are now very concerned that the reauthorization of Measure B takes place in the November election.

Jonah Markowitz is concerned about the cleanliness of the 12<sup>th</sup> Street BART station elevator. Staff and members noted that individuals can report any issues to the nearby station agent or the BART Accessibility Task Force. Also, the Oakland Mayor's Commission on Persons with Disabilities is currently working on this issue.

Harriette Saunders is planning to attend the Cinco de Mayo event at the REACH Ashland Youth Center on Saturday, May 3<sup>rd</sup>.

Michelle Rousey attended the Transform conference last Tuesday and Wednesday with Sylvia Stadmire. Cap and Trade as well as other transportation issues and legislation were discussed during the conference. She encouraged others to attend next year's conference. Scholarships are available.

Carmen Rivera-Hendrickson noted that LAVTA starts working with their new service provider on Thursday, May 1<sup>st</sup>. She also noted that she is very proud of MTM for hiring within their existing community. These positions include the General Manager, the road supervisors and the drivers.

## **6. Committee Reports (Verbal)**

### **6.1 East Bay Paratransit Service Review Advisory Committee (SRAC)**

Sharon Powers noted that the next SRAC meeting is on Tuesday, May 6<sup>th</sup>.

### **6.2 Citizens Watchdog Committee (CWC)**

Harriette Saunders noted that the CWC had a subcommittee focused on the Committee's overall outreach efforts. The next

meeting is on Monday, June 9<sup>th</sup> from 5:30 to 8:30 p.m. and the Committee will be discussing the audit.

## **7. ADA Mandated Program and Policy Reports**

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

## **8. Information Items**

### **8.1 Mobility Management – APTA Mobility Management Brochure**

Naomi Armenta reviewed the mobility management attachment in the packet and noted that the American Public Transportation Association's website is a great resource for mobility management.

Naomi also reported that staff is still working on the 211 and Eden I&R website and process. Staff is currently crosschecking the data before the website goes live. Also, the National Center for Mobility Management is offering a one call, one click service training and AC Transit, Eden I&R, BART, East Bay Paratransit and Alameda CTC have put together a team and have been notified that their team was selected to participate in the training. The training will take place in May and June and more information will be provided soon.

### **8.2 Outreach Update**

Krystle Pasco gave an update on the following outreach events:

- 4/22/14 – Earth Day, Oakland City Center from 12:00 p.m. to 2:00 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.
- 5/1/14 – Health Fair, Kenneth Aitken Senior Center from 9:00 a.m. to 1:00 p.m.
- 5/3/14 – Cinco de Mayo con Orgullo Celebration, REACH Ashland Youth Center from 11:00 a.m. to 3:00 p.m.

Krystle will also be working with Committee members on completing their annual outreach per diems before the end of the fiscal year.

### **8.3 Transportation Expenditure Plan Update**

Heather Barber gave an update on the Transportation Expenditure Plan (TEP) and noted that eleven cities within Alameda County have already unanimously supported Alameda CTC's TEP. Staff is working on finalizing the TEP publicity materials and will be working with the printers very soon. The materials will be ready for further distribution on Friday, May 2<sup>nd</sup>. Please contact Heather Barber and Laurel Poeton for large quantities.

### **8.4 Other Staff Updates**

Jacki Taylor thanked PAPCO members for their commitment to the Program Plan Review process. She also encouraged the members to take a look at the handout provided of the compiled meeting notes from the five FY14-15 Paratransit Program Plan Review Subcommittees as it is very informative.

## **9. Draft Agenda Items for May 19, 2014 PAPCO Meeting**

**9.1** Review Bylaws

**9.2** Gap Grant Cycle 5 Program Report: Pleasanton Downtown Route

**9.3** 2014 Annual Mobility Workshop Update

## **10. Adjournment**

The meeting adjourned at 2:05 p.m. The next PAPCO meeting is scheduled for May 19, 2014 at Alameda CTC's offices located at 1111 Broadway, Suite 800, in Oakland.



Joint Paratransit Advisory and Planning Committee  
and Paratransit Technical Advisory Committee  
Meeting Minutes  
Monday, April 28, 2014, 2:15 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

## MEETING ATTENDEES

Attendance Key (A = Absent, P = Present)

### PAPCO Members:

A Sylvia Stadmire,  
Chair  
P Will Scott,  
Vice-Chair  
P Aydan Aysoy  
A Larry Bunn  
P Shawn Costello  
P Herb Hastings

P Joyce Jacobson  
A Sandra  
Johnson-Simon  
A Jane Lewis  
P Jonah Markowitz  
A Rev. Carolyn Orr  
A Suzanne Ortt  
A Thomas Perez  
P Sharon Powers

P Vanessa Proee  
P Carmen Rivera-  
Hendrickson  
P Michelle Rousey  
P Harriette  
Saunders  
P Margaret Walker  
P Esther Waltz  
P Hale Zukas

### ParaTAC Members:

P Rhianna Babka  
P Dana Bailey  
A Beverly Bolden  
A Melinda Chinn  
A Pam Deaton  
P Shawn Fong  
A Marisa Hackett  
P Heather Hafer  
A Brad  
Helfenberger

A Karen Hemphill  
A Drew King  
A Jackie Krause  
A Kadri Klm  
A Kevin Laven  
A Isabelle Leduc  
P Wilson Lee  
P Hakeim McGee  
A Cindy Montero  
A Mallory Nestor

A Gail Payne  
P Kim Ridgeway  
A Mary Rowlands  
A Michelle Silva  
A Leah Talley  
P Laura Timothy  
A Jonathan Torres  
A Mark Weinstein  
A Jeff Weiss  
A David Zehnder

### Staff:

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

Guests:

Jennifer Cullen, Senior Support Program of the Tri-Valley; Sarah Dawn-Smith, Bay Area Outreach and Recreation Program

## **MEETING MINUTES**

### **1. Welcome and Introductions**

Paratransit Coordinator Naomi Armenta called the meeting to order at 2:15 p.m. The meeting began with introductions and a review of the meeting outcomes.

### **2. Public Comment**

Jennifer Cullen with Senior Support Program of the Tri-Valley made an announcement regarding Measure AA, a countywide half cent sales tax measure for health services for seniors and children. Senior Support Program of the Tri-Valley receives some funding through Measure AA for medication management and in home counseling. Please consider voting for this measure on the June 3<sup>rd</sup> ballot as it is a health safety net for individuals who are underinsured.

### **3. Access Alameda Guide and Website Revisions Discussion**

Cathleen Sullivan reviewed the updated Access Alameda Guide and website. She reviewed the revisions process and noted that the joint subcommittee met four separate times to discuss both the guide and the website.

Questions and feedback from PAPCO and ParaTAC members:

- The green color on the website looks black. An individual who is color blind may not be able to see that color. Staff will run the Access Alameda website on another website that will allow us to see how our website looks like to an individual who is color blind.
- Will there be an audio version of the Access Alameda Guide? Staff will be considering all of the translations that will be made available for the Access Alameda Guide. More information will be provided once translations are finalized but staff will reach out to Lighthouse for a quote on audio translation of the guide.



- Will the guide be downloadable? Yes, the guide is available for download in several places on the website.
- Will the website be tested for overall accessibility? Yes, staff will be testing the accessibility of the website and will be reaching out to both PAPCO and ParaTAC members for testing on various mobile and tablet devices.
- Will there be a large text version of the Access Alameda Guide? Yes, staff will make available large text as well as Braille versions of the guide.

#### **4. Joint PAPCO and ParaTAC Discussion – Notification of Service Changes**

There was no Joint PAPCO and ParaTAC discussion due to time constraints.

#### **5. 2014 Annual Mobility Workshop Update**

The 2014 Annual Mobility Workshop is scheduled for Friday, October 17. There was no further Workshop update due to time constraints.

#### **6. Draft Agenda Items for October 27, 2014 Joint PAPCO/ParaTAC Meeting**

6.1 2014 Annual Mobility Workshop Outcomes Discussion

6.2 Joint PAPCO/ParaTAC Discussion

#### **7. Adjournment**

The meeting adjourned at 4:00 p.m. The next ParaTAC meeting is scheduled for Tuesday, May 13<sup>th</sup> and the next PAPCO meeting is scheduled for May 19<sup>th</sup> 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	May-14	May-16	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	May-14	May-16	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	Mr.	Markowitz	Jonah	Berkeley	City of Albany Vacant	Dec-04	Oct-12	Oct-14	0
10	Rev.	Orr	Carolyn M.	Oakland	City of Oakland Councilmember Rebecca Kaplan	Oct-05	Jan-14	Jan-16	3
11	Ms.	Ortt	Suzanne	Union City	City of Union City Mayor Carol Dutra-Vernaci	Sep-12		Sep-14	4

**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
12	Mr. Perez		Thomas M.	Fremont	Alameda County Supervisor Richard Valle, D-2	Feb-14		Feb-16	2
13	Ms. Powers		Sharon	Fremont	City of Fremont Mayor William Harrison	Dec-07	Jan-14	Jan-16	2
14	Ms. Proee		Vanessa	Hayward	City of Hayward Councilmember Marvin Peixoto	Mar-10	Jan-14	Jan-16	4
15	Ms. Rivera-Hendrickson		Carmen	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Sep-09	Feb-14	Feb-16	0
16	Ms. Rousey		Michelle	Oakland	BART Director Tom Blalock	May-10	Jan-14	Jan-16	0
17	Ms. Saunders		Harriette	Alameda	City of Alameda Mayor Marie Gilmore	Jun-08	Oct-12	Oct-14	1
18	Ms. Walker		Margaret	San Leandro	City of San Leandro Vice Mayor Michael Gregory	Jul-13		Jul-15	1
19	Ms. Waltz		Esther Ann	Livermore	LAVTA Executive Director Paul Matsuoka	Feb-11	May-14	May-16	0
20	Mr. Zukas		Hale	Berkeley	A. C. Transit Director Elsa Ortiz	Aug-02	Jan-14	Jan-16	0
21	Vacancy				City of Livermore Mayor John Marchand				
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:** June 19, 2014

**SUBJECT:** 2014 Transportation Expenditure Plan Ordinance and Placement on the Ballot

**RECOMMENDATION:** Approve the 2014 Transportation Expenditure Plan Ordinance and request the Board of Supervisors to place a transportation sales tax measure on the November 2014 ballot

## Summary

The Alameda County Transportation Commission (Alameda CTC) has prepared a 2014 Transportation Expenditure Plan (2014 Plan) that will fund almost \$8 billion in transportation investments for BART modernization and expansion, bus operations and maintenance, affordable transportation for seniors, people with disabilities and youth, local street repairs and maintenance, bicycle and walking safety programs, and highway efficiency projects to relieve traffic, provide commuter choices and improve goods movement.

For over 25 years, Alameda CTC has successfully delivered voter-approved projects and programs funded through a local transportation sales tax measure, creating good quality, local jobs while delivering transportation solutions. The 2014 Plan is estimated to create 150,000 jobs over the 30-year term of the Plan, and the \$8 billion investment in the Plan will generate over \$20 billion in economic activity. The 2014 Plan supports an environmentally sustainable future and will transform Alameda County's transportation network over the coming decades to meet growing needs, while supporting local, good quality jobs.

This recommendation includes approval of an ordinance for the extension and augmentation by ½ cent of the transactions and use tax, and a formal request to the Board of Supervisors to place the measure on the November 4, 2014 ballot. If needed, this recommendation also includes delegation of final ballot language selection to the Commission Chair and Vice-Chair.

This item will be discussed and acted upon at the June 26, 2014 Steering Committee meeting for a recommendation that the Commission approve the above referenced action items. The recommendation from the Steering Committee will be presented to the Commission at its meeting on June 26, which directly follows the Steering Committee meeting.

## Background

Alameda CTC developed the 2014 Plan in conjunction with the long-range Countywide Transportation Plan (CWTP), which is updated every four years and serves as Alameda County's input into the long-range Regional Transportation Plan. These long-range plans guide federal, state, and regional funding investments. The 2014 Plan will provide significant investments in projects and program funding and each of the projects and programs included in the Plan have also been incorporated into the CWTP. The ballot measure supporting the 2014 Plan will augment and extend the existing half-cent sales tax for transportation in Alameda County, authorizing an additional half-cent sales tax through 2045. As required by law, the 2014 Plan must be approved by a majority of the cities representing the majority of the population in Alameda County and the Board of Supervisors. Alameda CTC has reached and exceeded this target. An ordinance must also be approved by the Commission and placed on the ballot as part of the measure authorizing the extension and augmentation of the transaction and use tax for transportation in Alameda County as described below. The 2014 Plan can be found at [www.alamedactc.org/2014Plan](http://www.alamedactc.org/2014Plan)

During February, March, April and May, staff made presentations and sought support from all cities in Alameda County, as well as many other organizations. The following city councils unanimously approved the 2014 Plan and requested placement of the measure on the November 4, 2014 ballot by the Board of Supervisors:

- City of Albany
- City of Berkeley
- City of Dublin
- City of Emeryville
- City of Fremont
- City of Hayward
- City of Newark
- City of Livermore
- City of San Leandro
- City of Oakland
- City of Piedmont
- City of Pleasanton
- City of Union City

The remaining city scheduled to take action on the 2014 Plan is the City of Alameda on July 1, 2014.

## Ordinance

Placement of the measure on the ballot also requires approval by the Commission of an ordinance that authorizes the imposition and collection of an additional half-cent transaction and use tax for transportation and the extension of the existing tax. Attachment A includes the proposed ordinance authorizing the tax augmentation and extension. The Commission is requested to approve the ordinance, allow the Chair and Vice-Chair to make a final determination on ballot language if necessary, and request that the Board of Supervisors place the Measure on the November 4, 2014 ballot. The Board of Supervisors is scheduled to take action on the 2014 Plan and measure at its July 8, 2014 meeting.

## ***2014 Plan Benefits***

The vision of the 2014 Plan approved by the Alameda CTC Commission on January 23, 2014 is to develop a premier transportation system that supports a vibrant and livable Alameda County. The Plan's key features are:

- **Expand BART, bus, and commuter rail for reliable, safe, and fast services**, including BART expansion and improvements within Alameda County, bus service expansion, and commuter rail service improvements.
- **Keep fares affordable for seniors, youth, and people with disabilities**, including affordable senior shuttles, vans, and services that help keep seniors independent, and critical funding for student transit passes to ensure youth can affordably get to school. The Plan also funds reliable and inexpensive transportation for people with disabilities.
- **Provide traffic relief**, including funds to every city in the county to repave streets, fill potholes, and upgrade local transportation infrastructure. The Plan also invests in aging highway corridors to upgrade on- and off-ramps, using modern technology to manage traffic and improve safety.
- **Improve air quality and clean transportation** by reducing pollution using innovative technology and expanding bike and pedestrian paths, and BART, bus, and commuter rail expansion and operations.
- **Create good jobs within Alameda County** by requiring local contracting that supports residents and businesses in Alameda County.

## ***Plan Development Process***

Both the 2014 Plan and CWTP were developed with the guidance from a steering committee of elected officials and input from two advisory committees (community and technical), and incorporated key findings from polling and public outreach. Public engagement and transparency were the foundations of the development of the CWTP and the expenditure plan. Over 40 public meetings were held specifically for development of the plans, and two public opinion polls were conducted. A wide variety of stakeholders, including businesses, technical experts, environmental and social justice organizations, and seniors and people with disabilities, helped shape the plans to ensure that they serve the county's diverse transportation needs.

Thousands of Alameda County residents participated through public workshops and facilitated small group dialogues; a website allowed for online questionnaires, access to all project information, and submittal of comments; and advisory committees that represent diverse constituencies were integrally involved in the plan development process from the beginning. Development also included performance measures and analysis of over 300 applications submitted as part of call for projects to determine if projects supported the CWTP vision and goals. The Transportation Expenditure Plan was developed through this process for placement on the November 2012 ballot.

## ***2012 Election***

On November 6, 2012, the Alameda County ballot included Measure B1, a measure to increase the existing half-cent county transaction and use tax for transportation by an additional half-cent cent, and maintain it in perpetuity. If approved by 66.67 percent of voters in Alameda County, Measure B1 would have continued a steady stream of local funding for important transportation projects and programs, specified in the 2012 Transportation Expenditure Plan. Measure B1 received 66.53 percent of voter support, not enough to surpass the state's two-thirds requirement for passage of voter-approved taxes. Alameda County's existing sales tax, Measure B, was first approved by voters in 1986, and reauthorized in 2000 with the support of 81.5 percent of Alameda County voters.

Because of the on-going and increasing need to fund transportation in Alameda County to support mobility and economic vitality, Alameda CTC evaluated the election results, conducted additional polling and made changes to the 2012 Transportation Expenditure Plan to bring it back to voters in November 2014. The following changes were incorporated into the 2014 Plan.

## ***Changes in the 2014 Plan***

The changes in the 2014 Plan include minor text changes and corrections to increase clarity, readability and understanding by the public, as well as the following specific changes:

- **Addition of a sunset date:** The new 30-year sunset date provides that the sales tax collection will be made from 2015 through 2045, based on voter approval of a measure in November 2014.
- **Addition of performance measures and cost effectiveness included in "Implementing Guidelines" chapter, with watchdog committee review and annual reports directly to the public.**
- **Strengthening of the requirement for open and transparent public meetings for all funding decisions, including Alameda CTC and all funding recipients.**
- **Changing a project description from "Dumbarton Rail Corridor Implementation project" to "Dumbarton Corridor Area Transportation Improvement projects:"** The project description was revised to remove rail and to add transit operations across the Dumbarton Bridge, transit oriented development and priority development areas, local streets, and bicycle/pedestrian infrastructure investments within the Cities of Fremont, Newark, and Union City.
- **Clarification of the use of express lane funds:** Language was included to specify that funds generated by the express lanes are for reinvestment in the corridor and to fund transit projects and operations.
- **Addition of shuttles as eligible for funding to the "Community Development Investments" section.**



- **Addressing non-displacement in the “Community Development Investments” section.**
- **Strengthening pollution reduction objectives:** Language was strengthened regarding reducing air pollution and emissions.
- **Addition of “Good quality jobs” language.**
- **Inclusion of an “Introduction” that highlights priority investments and accountability measures.**

There are no changes to project or program funding amounts.

#### ***Strict Accountability Measures in 2014 Plan***

The 30-year Plan includes strict accountability measures to ensure all \$8 billion for county transportation improvements are spent on approved projects. It requires open and transparent public processes to allocate funds, annual independent audits, an independent watchdog committee made up of people who live in Alameda County, and annual compliance reports distributed to the public that detail costs and how specific performance measures are met.

The 2014 Plan includes accountability measures developed during the extensive public engagement process, including, but not limited to, the following:

- **Accountability and performance measures:** To ensure the long-term success of the 2014 Plan, all recipients of funds will be required to enter into agreements with Alameda CTC that will include accountability and performance measures.
- **All decisions made through open, transparent public processes:** Alameda CTC is given the fiduciary duty of administering the transportation sales tax proceeds in accordance with all applicable laws and with the Plan. Alameda CTC will conduct its activities in a public process according to state law, through publicly noticed meetings. Alameda CTC’s annual budgets, strategic plans, and annual reports will all be prepared for public review. The interests of the public will be further protected by an independent watchdog committee. All funds will be allocated through open and transparent public processes, and all fund recipients will be required to have an annual audit conducted by an independent certified public accountant to ensure that funds are managed and spent according to the requirements of the 2014 Plan.
- **All users of the transportation system benefit (complete streets):** All transportation investments will be in Alameda County and will consider the needs of all types of transportation and all users. All investments will conform to complete streets requirements and Alameda County guidelines to ensure that funding is provided to projects and programs appropriate to the function and context of facilities that will be constructed and services that will be provided.
- **Annual Audits and Independent Watchdog Committee review:** Transportation sales tax expenditures are subject to an annual independent audit and review by an Independent Watchdog Committee. The Independent Watchdog Committee will

prepare an annual report on spending and progress in implementing the plan that will be published and distributed throughout Alameda County.

- **Environmental and equity reviews:** All projects funded by sales tax proceeds are subject to laws and regulations of federal, state, and local government, including but not limited to the requirements of the California Environmental Quality Act and Title VI of the Civil Rights Act, as applicable. All projects and programs funded with sales tax funds will be required to conform to the requirements of these regulations, as applicable. All projects that go through environmental review analyses will select the most efficient and effective project alternative and technology for implementation to meet the project objective and will have clearly defined project descriptions, limits, and locations as a result of the environmental process.
- **Geographic equity:** Alameda CTC will revisit funding formulas for all programs within the first five years of the Plan to ensure overall geographic equity based on population and/or other equity factors. Funding for capital projects will be evaluated through the biennial capital improvement planning process that will include an evaluation of geographic equity by planning area.
- **Strict project deadlines:** To ensure that the projects promised in the 2014 Plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2045) to receive environmental clearance approvals and to have a full funding plan for each project.
- **Timely use of funds:** Jurisdictions receiving funds for transit operations, ongoing road maintenance, services for seniors and people with disabilities, and bicycle and pedestrian safety projects and programs must expend the funds expeditiously and report annually on the expenditures, their benefits, and future planned expenditures. Alameda CTC will make these reports available to the public at the beginning of each calendar year.

### ***Fiscal Impact***

Costs for placement of the measure on the ballot are included in the 2014-2015 budget which is scheduled for adoption by the Commission at its June 26, 2014 meeting.

### **Attachments**

- A. Ordinance Number 2014-1 Alameda County Transportation Commission Transaction and Use Tax Ordinance

### **Staff Contact**

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

## FULL TEXT OF MEASURE \_\_\_\_

## ORDINANCE NO. 2014-1

**AN ORDINANCE PROVIDING FOR AN EXTENSION OF AN EXISTING AND AUGMENTATION  
BY ONE-HALF OF ONE PERCENT OF ALAMEDA COUNTY'S TRANSACTIONS AND USE TAX  
UNTIL MARCH 31, 2045 BY THE ALAMEDA COUNTY TRANSPORTATION COMMISSION  
FOR TRANSPORTATION PURPOSES, FOR THE ISSUANCE OF LIMITED TAX BONDS,  
AND FOR OTHER PURPOSES**

The Governing Body of the Alameda County Transportation Commission ("Alameda CTC") does ordain as follows:

**ARTICLE I  
General**

**Section 1. Title**

This ordinance shall be known as the "Alameda County Transportation Commission Transaction and Use Tax Ordinance" and may also be referenced as the "Ordinance" herein. This ordinance shall be applicable in the incorporated and unincorporated territory of the County of Alameda.

**Section 2. Period of Tax**

This Ordinance is intended to extend the imposition and collection in Alameda County of an existing one-half of one percent transactions and use tax for transportation purposes, which will expire as of March 31, 2022, and augment such transaction and use tax by one-half of one percent resulting in a total of one percent through March 31, 2045. The augmentation by one-half of one percent tax authorized by this ordinance shall be imposed beginning at the close of polls on the day of the election at which the measure is adopted by two-thirds vote of the electors voting on the measure or as soon thereafter as the tax may be lawfully imposed until March 31, 2045, and the extension of the existing transaction and use tax will be imposed beginning April 1, 2022 through March 31, 2045.

**Section 3. Purpose**

Alameda CTC is the result of a merger of the Alameda County Transportation Improvement Authority, which formerly administered the existing half-cent transaction and use tax, and the Alameda County Congestion Management Agency, which was formerly responsible for long-range planning and programming of transportation funds. Pursuant to Division 19 of the Public Utilities Code (commencing with Section 180000), Alameda CTC, the Board of Supervisors and the cities of Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro and Union City have approved the 2014 Transportation Expenditure Plan adopted by the Alameda CTC Governing Body and have

recommended that a measure be submitted to the voters of the County for their endorsement which would, if passed, authorize Alameda CTC to augment by one half of one percent and extend an existing one-half of one percent transactions and use tax scheduled to sunset in 2045, and authorize Alameda CTC to issue limited tax bonds to finance the transportation improvements set forth in the 2014 Transportation Expenditure Plan.

The purposes of this ordinance are as follows:

a) To impose a retail transactions and use tax in accordance with the provisions of Part 1.6 (commencing with Revenue and Taxation Code Section 7251) of Division 2 of the Revenue and Taxation Code and Division 19 of the Public Utilities Code which directs the County Board of Supervisors to place the tax ordinance on the ballot for voter approval, exercising the taxing power granted to the Alameda CTC pursuant to Public Utilities Code Division 19.

b) To adopt a retail transactions and use tax ordinance which incorporates provisions identical to those of the Sales and Use Tax Law of the State of California insofar as those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation Code.

c) To adopt a retail transactions and use tax ordinance which imposes a tax and provides a measure therefor that can be administered and collected by the State Board of Equalization in a manner that adapts itself as fully as practicable to, and requires the least possible deviation from the existing statutory and administrative procedures followed by the State Board of Equalization in administering and collecting the California State Retail Transactions and Use Tax

d) To adopt a retail transactions and use tax ordinance which can be administered in a manner that will, to the greatest degree possible consistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, minimize the cost of collecting the transactions and use taxes and at the same time minimize the burden of record keeping upon persons subject to taxation under the provisions of this ordinance.

e) To improve, construct, maintain, and operate certain transportation projects and facilities contained in the 2014 Transportation Expenditure Plan, which Plan is incorporated here by this reference as though fully set forth herein, and as that Plan may be amended from time to time pursuant to applicable law and as provided in the 2014 Transportation Expenditure Plan. Any amendment must be adopted by a two-thirds vote of the Alameda CTC Governing Body. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Transportation Expenditure Plan amendment.

f) To set a term for the tax augmentation which will begin at the close of polls on the day of the election at which the measure is adopted by two-thirds vote of the electors voting on the measure or as soon thereafter as the tax may be lawfully

imposed until March 31, 2045, and the extension of the existing transaction and use tax beginning April 1, 2022 through March 31, 2045.

#### **Section 4. Contract with State.**

Prior to the operative date, Alameda CTC shall contract with the State Board of Equalization to perform all functions incident to the administration and operation of this transactions and use tax ordinance; provided that, if Alameda CTC shall not have contracted with the State Board of Equalization prior to the operative date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

#### **Section 5. Transactions Tax Rate of An Additional One-Half Percent until 2022 and One Percent Thereafter.**

For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in this County at the rate of an additional one-half of one percent until March 31, 2022, which tax shall be imposed concurrently with the existing one-half percent tax, and imposed at the rate of one percent thereafter, of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in this County on and after the operative date. This tax shall be imposed through March 31, 2045, unless terminated by voters.

#### **Section 6. Place of Sale.**

For the purposes of this ordinance, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or its agent to an out of state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the state or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the State Board of Equalization.

#### **Section 7. Use Tax Rate of An Additional One-Half Percent until 2022 and One Percent Thereafter.**

An excise tax is hereby imposed on the storage, use or other consumption in this County of tangible personal property purchased from any retailer on and after the operative tax date for storage, use or other consumption in this County at the rate of an additional one-half of one percent until March 31, 2022, which tax shall be imposed concurrently with the existing one-half percent tax, and imposed at the rate of one percent of the sales price of the property until March 31, 2045, unless otherwise terminated by the voters of Alameda County. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

## **Section 8. Adoption of Provisions of State Law.**

Except as otherwise provided in this ordinance and except insofar as they are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code (commencing with Section 6001), all of the provisions of Part 1 of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this ordinance as though fully set forth herein.

## **Section 9. Limitations on Adoption of State Law and Collection of Use Taxes.**

In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code: (a) Wherever the State of California is named or referred to as the taxing agency, the name of Alameda CTC shall be substituted therefor. The substitution, however, shall not be made when:

(i) The word State is used as part of the title of the State Controller, State Treasurer, State Board of Control, State Board of Equalization, State Treasury, or the Constitution of the State of California

(ii) The substitution would require action to be taken by or against Alameda CTC or any agency, officer or employee thereof rather than by or against the State Board of Equalization, in performing the functions incident to the administration or operation of this ordinance;

(iii) The substitution shall not be made in those sections, including, but not necessarily limited to, sections referring to the exterior borders of the State of California, where the result of the substitution would be to:

1. Provide an exemption from this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption remains subject to tax by the State under the Provisions of Part 1 of Division 2 of the Revenue and Taxation Code; or

2. Impose this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not remain subject to tax by the state under the said provisions of that code

(iv) The substitution shall not be made in sections 6701, 6702, (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code. (a) The name of the County shall be substituted for the word "State" in the phrase "retailer engaged in business in this State" in Section 6203 and in the definition of that phrase in Section 6203.

A retailer engaged in business in the County shall not be required to collect use tax from the purchaser of tangible personal property unless the retailer ships or delivers the property into the County or participates within the County in making the sale of the property, including, but not limited to soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in the County or through any

representative, agent, canvasser, solicitor, subsidiary or person in the County under authority of the retailer. "A retailer engaged in business in the County" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Chapter 2 of Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the County.

#### **Section 10. Permit Not Required.**

If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this ordinance.

#### **Section 11. Exemptions, Exclusions and Credits.**

a) There shall be excluded from the measure of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.

b) There are exempted from the computation of the amount of transactions tax gross receipts from:

1) Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside Alameda County and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this state, the United States, or any foreign government.

2) Sales of property to be used outside the County which is shipped to a point outside the County, pursuant to the contract of sale, by delivery to such point by the retailer or its agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the County shall be satisfied:

(i) with respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Chapter 2 of Division 3.5 (commencing with Section 9840 of the Vehicle Code, by registration to an out-of-County address and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his principal place of residence, and

(ii) with respect to commercial vehicles by registration to a place of business out-of-county, and a declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.

3) The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

4) A lease of tangible personal property which is a continuing sale of such property for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this ordinance.

5) For the purposes of subsections (4) and (5), the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

c) There is exempted from the use tax imposed by this ordinance the storage, use or other consumption in this County of tangible personal property:

1) The gross receipts from the sale of which have been subject to a transactions tax under any state administered transactions and use tax ordinance.

2) Other than fuel or petroleum products, purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.

3) If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

4) if the possession of, or the exercise of any right or power over, tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this ordinance.

5) For the purposes of subsections (3) and (4), storage, use or other consumption, or possession, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time during which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.



6) Except as provided in subparagraph (7), a retailer engaged in business in the County shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the County or participates within the County in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business or the retailer in the County or through any representative, agent, canvasser, solicitor, subsidiary, or person in the County under the authority of the retailer.

7) "A retailer engaged in business in the County" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 45000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) or the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the County.

d) Any person subject to use tax under this ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a district or retailer imposing, or retailer liable for, a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use or other consumption of which is subject to the use tax.

## **Section 12. Propositions.**

There shall be proposed to the voters of Alameda County the following proposition:

"Shall voters authorize implementing the Alameda County 30 year Transportation Expenditure Plan to:

- Expand and modernize BART in Alameda County;
- Improve transit connections to jobs and schools;
- Fix roads, improve highways and increase bicycle and pedestrian safety;
- Reduce traffic congestion and improve air quality;
- Keep senior, student, and disabled fares affordable?

Approval augments by ½ cent and extends the existing County sales tax, with independent oversight and audits. All money will benefit local residents."

## **Section 13. Limitation on Issuance of Bonds.**

Unless approved by the Alameda CTC Governing Body and by the voters, Alameda CTC shall not have outstanding at any one time in excess of \$1,000,000,000 in limited tax bonds.

## **Section 14. Use of Proceeds.**

The proceeds of the transaction and use tax imposed by this ordinance shall be used solely for the projects and purposes set forth in the 2014 Transportation Expenditure Plan, as it may be amended from time to time, and for the administration thereof.

## **Section 15. Appropriations Limit.**

For purposes of Article XIII B of the State Constitution, the appropriations limit for Alameda CTC for fiscal year 2014-2015, including activities, projects and programs funded by the transaction and tax authorized hereby along with activities, projects and programs funded by other local, state and federal funds, shall be \$800,000,000, and thereafter that amount should be amended pursuant to applicable law.

## **Section 16. Amendments.**

All amendments subsequent to the effective date of this ordinance to Part I of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 and part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendment to Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this ordinance; provided, however, that no such amendment shall operate so as to affect the rate of tax imposed by this ordinance.

## **Section 17. Enjoining Collection Forbidden**

Any action or proceedings in any court questioning the validity of the adoption of this transactions and use tax ordinance or issuance of any bonds thereunder or any proceeding related thereto shall commence within six months from the date of the election at which this ordinance is approved. Otherwise, the bonds and all proceedings related thereto, including the adoption and approval of this ordinance, shall be held valid and in every respect legal and incontestable.

No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action or proceeding in any court against the State or Alameda CTC, or against any officer of the State or Alameda CTC, to prevent or enjoin the collection under this ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

## **Section 18. Severability.**

If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, the remainder of the ordinance and the application of such provision to other persons or circumstances shall not be affected thereby.

## **Section 19. Effective Date.**

This ordinance relates, in substantial part, to the continuation and expansion of the authority for Alameda CTC to levy and collect the transactions and use taxes to support the 2014 Transportation Expenditure Plan and shall take effect at the close of the polls on the day of election at which the proposition is adopted by two-thirds vote of the electors voting on the measure, or as soon thereafter as the tax may be lawfully imposed.

PASSED AND ADOPTED by the Members of the Alameda County Transportation Commission on June 26, 2014 by the following vote:

AYES:

NOES:

EXCUSED:

ATTEST: \_\_\_\_\_, Clerk  
of Alameda CTC

s/\_\_\_\_\_

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# Memorandum

8.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** June 19, 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).

### *Surface Transportation Bill Proposals and the Highway Trust Fund*

The current federal surface transportation bill, known as MAP-21, is a two-year bill authorized through September 30, 2014. The bill authorizes expenditures for surface transportation investments throughout the nation, including transit funding for our major transit providers in the Bay Area, as well as many programs funded at Alameda CTC, such

as the One Bay Area Grant programs, Safe Routes to Schools, and some senior mobility programs funded with federal grants, and projects that have received federal grant awards.

Over the past few months in Congress, increased focus has been placed on addressing the surface transportation bill. Thus far, two proposals have emerged – one from President Obama as released in his Fiscal Year (FY) 2015 budget proposal and one from the Senate Environment and Public Works (EPW) Committee, which has jurisdiction over the highway portion of the bill. These two proposals are described below.

### **President Obama's Grow America Act Overview**

In April, the Administration released bill language based upon President Obama's FY 2015 budget outline for a surface transportation bill. The bill, called the *GROW AMERICA Act*, is based on a \$302 billion investment over four years for infrastructure projects for the country's highways, bridges, transit, and rail systems. The Administration's proposal would be funded by supplementing the Highway Trust Fund's dwindling revenues with \$150 billion in a one-time revenue infusion from pro-growth business tax reform. This reform is aimed at reducing the U.S. corporate tax rate and eliminating loopholes which many major corporations have taken advantage of to dramatically reduce, and in some cases eliminate, their tax liability.

The GROW AMERICA Act supports increased funding for highways, roads, transit, rail, and includes a new freight grant program and an expanded TIGER grant program:

- **Highway funds:** The amount of would be increased by an average of about 22 percent above FY14 enacted levels.
- **Transit systems:** The bill would invest \$72 billion in transit and expand transportation options, an increase of nearly 70 percent above FY14 enacted levels.
- **Freight grant program:** The bill provides \$10 billion for a multi-modal to strengthen U.S. exports and trade.
- **Rail programs:** The bill dedicates \$19 billion in funding for rail programs, with an additional \$5 billion provided annually for high performance passenger rail programs with a focus on improving the connections between key regional city pairs and high traffic corridors throughout the country.
- **TIGER Grants:** The bill includes a total of \$5 billion for the program over four years, a 100 percent increase for investments that support economic recovery.
- **Fixing and Accelerating Surface Transportation (FAST Grants):** This new grant program includes \$4 billion, embedded in the highway and transit requests, for a new competitive grant program to support effective investments in surface transportation.
- **TIFIA loan program** The bill would provide \$4 billion in current-level funding over four years to attract private investment in transportation infrastructure.
- **Programmatic and administrative reforms:** Lastly, the bill proposes reforms to improve project delivery and the federal permitting and regulatory review process,

as well as policy reforms to incentivize improved regional coordination by Metropolitan Planning Organizations (MPOs). High-performing large MPOs would be granted control of a larger portion of funds under the Surface Transportation Program (STP) and the Transportation Alternatives Program (TAP).

The Obama Administration does not expect Congress to adopt its proposal in its entirety, but has set a framework from which lawmakers could take elements and incorporate them into reauthorization measures, such as some of what the Senate Environment and Public Works (EPW) Committee did in its proposal released on May 12<sup>th</sup>, as described below.

### Senate EPW Transportation Bill Summary

The Senate EPW Committee released its draft legislation on May 12<sup>th</sup> (MAP-21 Reauthorization Act) to reauthorize MAP-21. The proposal is bipartisan and would reauthorize the Federal-aid highway program at current funding plus inflation from FY2015 through FY2020. The bill gradually boosts the core highway program from \$38.44 billion in 2015 to \$42.59 billion by 2020. In general, the reauthorization proposal follows a similar structure to MAP-21. The following summarizes specific programs in the EPW bill:

- **Core Formula Programs:** The core highway program structure from MAP-21 is maintained including:
  - The National Highway Performance Program;
  - The Highway Safety Improvement Program;
  - The Surface Transportation Program; and
  - Congestion Mitigation and Air Quality Improvement Program.
- **Projects of Regional and National Significance:** The bill would give the infrastructure program more teeth compared to the current law, establishing a competitive grant program and requiring congressional oversight for the Department of Transportation selection process. The bill would provide \$400 million per fiscal year for the grant program.
- **Multi-modal Freight Program:** The bill would establish a multi-modal freight program beginning in 2016 designed to coordinate efforts between trucks, ports, and rail to make the movement of goods more efficient. Specifically, it would establish a formula-based freight program.
- **Highway Trust Fund Transparency:** The proposal would improve transparency of how and where transportation projects are selected and funded.
- **Transportation Alternatives (TA):** The bill would increase the portion of TA funds sub-allocated to MPOs by population from one-half to two-thirds. It would allow nonprofits responsible for administering local transportation safety programs to be allocated TA funding. It would also add a new requirement for DOT to develop guidance to "encourage the use of programmatic approaches to environmental reviews" to expedite small projects.

- **American Transportation Awards:** The bill would authorize a new competitive grant program (subject to annual appropriations) to support best practices and reward states and local governments that are able to deliver projects under budget and ahead of schedule. The bill authorizes \$125 million annually for the program. The grant awards would be no more than \$10 million each.
- **TIFIA:** The bill would fund the program at \$1 billion per year and would redefine a TIFIA project to include improvements to public infrastructure including utilities within walking distance of mass transit, rail, bus or intermodal facility. It also amends current law to allow TIFIA funding for transit oriented development projects costing over \$10 million.
- **Study of Alternative Funding Mechanisms:** The bill would direct the DOT to carry out a "research and innovation program" examining alternative financing mechanisms that would preserve the user-fee structure and maintain long-term Highway Trust Fund solvency. The department would be required to study three or more sustainable funding alternatives, partner with states to conduct field trials and establish an advisory council to assist with the evaluation of funding mechanisms.
- **University Transportation Centers:** The bill would provide \$72.5 million for university transportation centers in each fiscal year (FY2015-FY2020). In addition, the bill would also allow university transportation centers to be eligible for funding from the Surface Transportation Program (STP).
- **Metropolitan Planning Organizations (MPOs):** The bill would largely maintain the metropolitan planning processes, however it would increase the portion of TA funds that go to MPOs as described above.

The Senate EPW bill does not specify how it would pay for the programs; this will be left up to the Senate Finance and House Ways & Means Committees.

Senate Finance and House Ways & Means continue to say they are looking for a long-term solution, while also considering a stop gap patch to buy more time this year. The Committees will need to find approximately \$16 billion per year to deposit into the Highway Trust Fund to keep it solvent and pay for this next surface transportation reauthorization bill. If the Committees are unable to find the full amount (approximately \$100 billion) to support the full six-year bill, EPW will likely start to take years off starting with FY2020.

The House Transportation and Infrastructure Committee is likely to unveil its version of a multi-year surface transportation bill this summer.

### ***Highway Trust Fund***

Federal surface transportation investments are funded by gas tax revenues deposited into the highway and transit accounts of the Highway Trust Fund (HTF). Based upon current estimates from Department of Transportation (DOT) and the Congressional Budget Office, the HTF will not have insufficient revenues to meet obligations in 2015, and will result in on-going cumulative shortfalls. The 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 – first with the highway account estimated as early as July 2014, followed by the transit account in winter, if Congress cannot find a fix to support existing authorized payments levels. It is likely that Congress will institute a short-term fix to the HTF, until longer-term solutions are found to support national investments in federal surface transportation.

### ***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 the FY 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.

On May 12<sup>th</sup>, the Governor released his May Revise, which included updated budget proposals from the January release.

Regarding revenues in the May Revise, the Governor is using conservative estimates on revenue growth for next fiscal year. While revenue in the current fiscal year is about \$2 billion higher than the January estimate, the May Revise assumes revenue will only grow by \$856 million in FY 2014-15. In addition, actual revenue attributed to the 2012-13 fiscal year has been scaled back by \$513 million, putting the May Revise surplus at around \$2.4 billion.

The Legislative Analyst's Office (LAO) released its review of the May Revise, and compared its revenue forecasts with the Governor's forecast. The LAO revenue forecast for 2014-15 is \$2 billion higher than the Administration's. While the Governor assumes revenues in 2014-15 will only rise by \$856 million, the LAO forecasts revenue growth by \$2.8 billion. Based on the LAO's numbers the two-year budget surplus exceeds \$4 billion.

The source of these divergent assumptions lies with capital gains. The LAO assumes the realization of capital gains in 2014 will reach \$136 billion, and will drop to \$123 billion in 2015. However, the Administration assumes that realization of capital gains will only reach to \$105 billion in 2014, and drop to \$89 billion in 2015. According to the LAO, these differences alone account for a swing in \$3 billion in income tax revenue.

**Cap & Trade Funding:** The May Revise does not propose any changes to the Governor's January expenditure plan. The appropriation of cap & trade funds is currently a topic of negotiations between the Administration and Legislature.

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.

**Transportation:** There were no significant changes to the transportation budget in the May Revise. The changes contained in the May Revise include a reduction in capital outlay support by \$21.8 million and 195 position due to diminishing Prop 1B and American Recovery and Reinvestment Act (ARRA) funds.

The forecast for State Transit Assistance funds were increased slightly. STA funds are allocated to public transit operators to assist with operating costs. The May Revise increase the outlook for STA funds in 2013-14 from \$389 million to \$400 million, and the 2014-15 outlook is improved from \$373 million to \$379 million.

**Governor and Caltrans:** The Department of Transportation traditionally updates the Capital Outlay Support program based on project allocations by the California Transportation Commission and adjusts support resources needed to proceed with those

projects. The program provides the funding and resources necessary to plan, construct, and oversee state highway projects.

The May Revision reflects a net reduction of \$21.8 million and 195 state positions for engineering, design, and construction oversight activities due to diminishing fund sources, such as Proposition 1B and the federal American Recovery and Reinvestment Act.

Contract resources are provided to advance 22 highway projects associated with the one-time funding available due to an early General Fund loan repayment of \$340 million proposed in the Governor's Budget.

The LAO released a new report on its review of how Caltrans budgets for Capital Outlay Support costs. The report continues the LAO's call for Caltrans to improve the data quality used for the estimates, and urges the Legislature to take a multi-year approach to reduce the budget and staffing levels. The LAO points out that due to declining project funding, such as the end of Prop 1B revenues, the COS budget will be overstaffed by about 3,500 full time equivalents starting in 2014-15 at a cost of \$500 million.

While significant staff cuts are proposed, the LAO also recommends granting the CTC greater oversight of SHOPP projects. Due to the lack of external oversight of the SHOPP program, the LAO recommends granting the CTC the following oversight powers:

- Require the CTC to review and approve individual SHOPP projects. Currently, the CTC is limited to approving or rejecting the entire SHOPP program.
- Require the CTC to allocate COS funds for SHOPP projects. The CTC currently approves the capital costs of SHOPP projects, but has no oversight of the support costs.
- Require Caltrans to provide the CTC with any project information that the CTC or its staff feels is needed.
- Require the CTC to include in its annual report to the Legislature a review of Caltrans' performance at delivering projects.

## Cap and Trade Policy

In addition to the Governor's Proposal for Cap and Trade, two other proposals have been introduced: one by Senator Steinberg, which is currently a policy proposal only and will likely be included in bill language in early June, and a second by the State Assembly, which was introduced on May 22<sup>nd</sup> at a budget subcommittee hearing. The following summarize these two different proposals.

***Senator Steinberg modified proposal on Cap and Trade funds:*** Senate President Pro Tem Steinberg released a modified version of a cap and trade funding proposal. Many details still need to be defined in the proposal, but it includes several elements that Alameda CTC has supported in policy. It is possible that the following proposal may be incorporated into the budget process:

- **Affordable Housing and Sustainable Communities (20%)** - 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 (25%)**: 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.
- **Low Carbon Transportation (15%)**: This program provides funding for a comprehensive effort to clean up the state's cars, trucks, buses, and freight to meet federally mandated clean air requirements and California's long-term GHG goals. Specifically, providing funding for heavy-duty freight (including independent truckers), electric vehicle programs and rebates, and off-road vehicles, among others. Additionally, this would establish programs for low and moderate-income earners.
- **Energy (13%)**: This includes energy efficiency and renewable programs for low-income and commercial/industrial users, projects for agricultural energy, green bank funding for both commercial scale technology deployment and clean tech innovation.
- **Natural resources and Waste Diversion (7%)**: This includes urban forestry and parks in disadvantaged communities and water efficiency infrastructure projects, forestry and landscape, wetland development, waste diversion and recycling.
- **Intercity Rail and/or High Speed Rail (HSR) Permanent Source of Funding (20%)**: This would provide an ongoing source of funding for construction and operations of Intercity Rail and/or HSR.

**Assembly Budget Subcommittee proposal on Cap and Trade funds:** On May 22<sup>nd</sup>, the Assembly Budget Subcommittee 3 on Resources and Transportation heard and approved the Assembly Cap and Trade proposal for FY 14-15, which assumes a one year program funded at \$1,040 million in Cap and Trade revenues. The following is an excerpt of the Assembly proposal for expenditure of \$1,040 million:

- **State Greenhouse Gas Reduction Program (\$400 million)**: This program provides funding for allocation to State departments that are undertaking Greenhouse Gas Reduction Activities through a competitive process administered by the Strategic Growth Council. Departments must meet the same performance criteria as the Sustainable Community Grants and be subject to the same reporting requirements. Overall, these funds must allocate at least 25 percent of total funding to disadvantaged communities, as defined by the Strategic Growth Council. These funds can be used to fund the following:
  - Energy efficiency upgrades to State and public buildings through a revolving fund loans for public buildings
  - High Speed Rail construction and intercity rail
  - Fire prevention and urban forestry, waste diversion, reducing agricultural waste, wetland restoration, and other activities by State departments that

reduce Greenhouse Gas emissions.

- **Sustainable Communities Grants (\$400 Million):** This program creates a competitive grant program to reduce greenhouse gases through a variety of approaches, including:
  - Transit passes, transit-oriented design, active transportation
  - Affordable housing
  - Urban forestry, forest conservation, carbon farming, and environmental mitigation funding
  - Expansion of Low-Income Home Energy Assistance Program funding.
  - At least 50 percent of total funding to disadvantaged communities, as defined regionally by MPOs.
- **Low-Emission Vehicle Rebates and Water Use Efficiency (\$240 million):** This program is similar to Governor Brown's proposal for these uses as described above.
- **High Speed Rail Financing:** This proposal would authorize the High Speed Rail Authority to borrow up to \$20 billion in federal Railroad Rehabilitation and Improvement Financing (RRIF) loans to construct the High Speed Rail operations segment. In addition, it would authorize up to \$20 billion in lease-revenue bond authority for the same purpose and allows the use of Cap and Trade revenue for repayment of either of these mechanisms, assuming it has met the criteria for funding designated by the Strategic Growth Council.

In the coming weeks, the Assembly and Senate will convene a conference committee to address different cap and trade proposals, provided that the Senate approves its own proposal. At the conference committee hearings, staff will continue to advocate for the cap and trade principles the Commission adopted and which are supported by the Transportation Coalition for Livable Communities, a statewide coalition of transportation agencies and partners that support cap and trade investments to implement the adopted sustainable communities strategies and allocation of the funds at the regional level. Staff will provide an update on the status of these proposals 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 is staff's recommendation on a bill introduced this session.

**AB 1721(Linder), Vehicles: high-occupancy vehicle lanes.** This bill would allow a toll-free or reduced rate for eligible low emission vehicles who are single occupants with appropriate state stickers to use express lanes. Current law exempts vehicles meeting these requirements from toll charges imposed on express lanes, however, current law does allow reduced rate toll charges on state owned bridges in the Bay Area. To incentivize purchase of clean vehicles, the State of California currently allows unlimited white vehicle decals for certified zero emission vehicles and up to 40,000 green decals until 2019 for vehicles that meet California's enhanced advanced technology partial zero-emission vehicle standard or

transitional zero-emission vehicle standard. Pending legislation would increase this amount to 80,000. The intent of express lanes is to allow toll-free passage to high-occupancy vehicle users and to allow single occupant drivers the opportunity to pay to use the lanes if there is excess capacity – meaning that the lanes would not be degraded as a result of additional single occupant vehicles entering the lanes. Tolling policy is generally left to the agency with direct financial responsibility for the lanes. If a tolling authority seeks to sell revenue bonds to construct express lanes and is unable to quantify its revenues as a result of increasing free access to the lanes, it may be required to pay a significant risk premium, as in the case of the Interstate 15 HOT lanes in Riverside County, without this law. Alameda CTC's legislative program states, "Support HOT lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation." As the Bay Area seeks to build out an express lane network, this bill would reduce financing risks associated with bonding for constructing the lanes and allows the flexibility of the tolling authority to allow toll-free or reduced rate fares. Staff recommends a **SUPPORT** 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

## **Staff Contact**

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



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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Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none"><li>• Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures.</li><li>• 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.</li></ul>
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"><li>• Support increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring and improving transportation infrastructure and operations.</li><li>• Support efforts that protects against transportation funding diversions.</li><li>• Support increases in federal, state and regional funding to expedite delivery of Alameda CTC projects and programs.</li><li>• Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.</li><li>• Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.</li><li>• Seek, acquire and implement grants to advance project and program delivery.</li><li>• Support Alameda County as the recipient of funds to implement grants and pilot programs</li></ul>
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none"><li>• Support environmental streamlining and expedited project delivery.</li><li>• Support contracting flexibility and innovative project delivery methods.</li><li>• Support HOT lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation.</li><li>• Support efforts to allow local agencies to advertise, award and administer state highway system contracts largely funded by locals</li></ul>
	Ensure cost-effective project delivery	<ul style="list-style-type: none"><li>• 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.</li><li>• Support accelerating funding and policies to implement transportation projects that create jobs and economic growth</li></ul>
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"><li>• Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing and jobs.</li><li>• Support local flexibility and decision-making on land-use for transit oriented development and priority development areas.</li><li>• Support innovative financing opportunities to fund TOD and PDA implementation</li></ul>
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"><li>• 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.</li><li>• Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education.</li><li>• Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.</li></ul>



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