



# Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

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**Commission Vice Chair**  
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Mayor Carol DuTra-Vernaci

**Executive Director**  
Arthur L. Dao

## Alameda County Transportation Commission

Thursday, May 28, 2015, 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

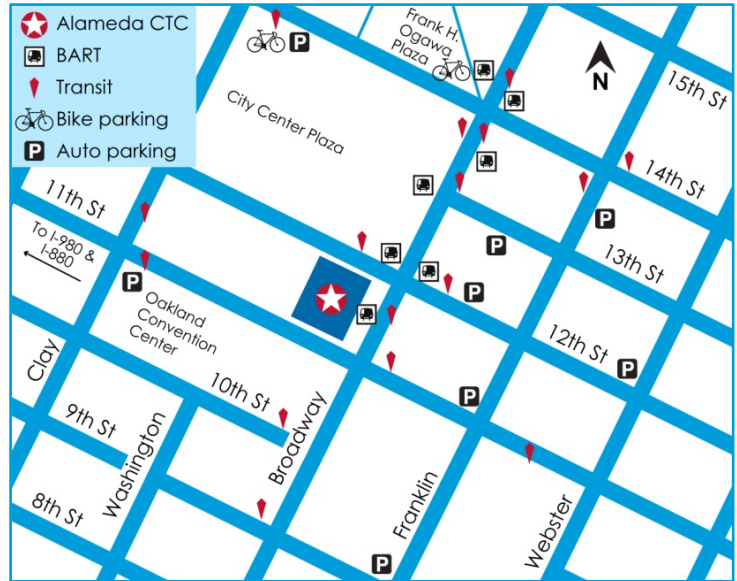
A glossary that includes frequently used acronyms is available on the Alameda CTC website at [www.AlamedaCTC.org/app\\_pages/view/8081](http://www.AlamedaCTC.org/app_pages/view/8081).

## 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, May 28, 2015, 2 p.m.

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**1. Pledge of Allegiance**

**2. Roll Call**

**3. Public Comment**

**4. Chair and Vice Chair Report**

**5. Executive Director Report**

**6. Approval of Consent Calendar**

On May 11, 2015 Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1.

**Chair:** Supervisor Scott Haggerty,  
Alameda County, District 1

**Vice Chair:** Councilmember Rebecca Kaplan,  
City of Oakland

**Executive Director:** Arthur L. Dao

**Clerk:** Vanessa Lee

	Page	A/I*
6.1. <a href="#">Approval of April 23, 2015 meeting minutes</a> Recommendation: Approve the April 23, 2015 meeting minutes	1	A
6.2. <a href="#">I-580 Corridor High Occupancy Vehicle/Express Lane Projects (PN 720.4/720.5/724.1/724.4/724.5): Monthly Progress Report</a>	7	I
6.3. <a href="#">I-580 Express Lanes: Status Update on Cooperative Agreement with Bay Area Toll Authority for Customer Services</a>	29	I
6.4. <a href="#">I-580 Express Lanes: Update on Hours of Operation</a>	35	I
6.5. <a href="#">Congestion Management Program (CMP): Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments</a>	39	I
6.6. <a href="#">2014 Performance Report Update</a>	43	I
6.7. <a href="#">Alameda CTC Administrative Code Amendments</a> Recommendation: Adopt amendments to the Alameda CTC administrative code.	53	A
6.8. <a href="#">2016 State Transportation Improvement Program (STIP): Development Schedule and Principles</a> Recommendation: Approve the 2016 STIP Development Schedule and Principles.	73	A

\*(A = Action Item; I = Information Item)

<p><b>6.9.</b> <a href="#">I-680 Southbound Express Lane Operations (PN 950.0): Terminate Professional Services Agreement No. A08-001 and Execute New Professional Services Agreement with Electronic Transaction Consultants Corporation</a></p> <p>Recommendation: Approve and authorize the Executive Director to:</p> <ol style="list-style-type: none"> <li>1) Allocate \$4,500,000 of 2000 Measure B funds to the project;</li> <li>2) Terminate Agreement No. A08-001 with Electronic Transaction Consultants Corporation on June 30, 2015; and</li> <li>3) Execute a new Agreement with Electronic Transaction Consultants Corporation for Operations and Maintenance, and Capital Improvement services for a not-to-exceed amount of \$3,100,000, subject to I-680 Sunol Smart Carpool Lane Joint Powers Authority approval of FY 2015-16 Operating Budget.</li> </ol>	83	A
<p><b>6.10.</b> <a href="#">Alameda CTC FY2014-15 Sales Tax Measure B and Measure BB Budget Update</a></p> <p>Recommendation: Approve Alameda CTC FY2014-15 sales tax Measure B and Measure BB budget update.</p>	89	A
<p><b>6.11.</b> <a href="#">Resolution Authorizing the Executive Director to Examine Measure BB Transaction (Sales) and Use Tax Records</a></p> <p>Recommendation: Adopt a resolution authorizing the Executive Director to Examine Measure BB Transaction (Sales) and Use Tax Records.</p>	93	A
<p><b>6.12.</b> <a href="#">Alameda CTC FY2014-15 Third Quarter Investment Report</a></p> <p>Recommendation: Approve the Alameda CTC FY2014-15 third quarter investment report.</p>	97	A
<p><b>6.13.</b> <a href="#">Alameda CTC FY2014-15 Third Quarter Financial Report</a></p> <p>Recommendation: Approve the Alameda CTC FY2014-15 third quarter financial report.</p>	117	A

**7. Community Advisory Committee Reports**

(Time limit: 3 minutes per speaker)

<p><b>7.1.</b> <a href="#">Bicycle and Pedestrian Advisory Committee</a> - Midori Tabata, Chair</p>	133	I
<p><b>7.2.</b> <a href="#">Citizens Watchdog Committee</a> – James Paxson, Chair</p>	135	I
<p><b>7.3.</b> <a href="#">Paratransit Advisory and Planning Committee</a> – Sylvia Stadmir, Chair</p>	137	I

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

On May 11, 2015, the Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations.

<p><b>8.1.</b> <a href="#">Legislative Update</a></p> <p>Recommendation: Receive an update on state and federal legislative activities and approve legislative positions.</p>	147	A/I
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**8.2.** [State Route Relinquishment Proposal by Caltrans](#) 163 I/A  
 Recommendation: Receive information on the State Route Relinquishment Proposal by Caltrans and take a legislative position on SB 254.

**8.3.** Update on Countywide Plan Development and Regional Transportation Plan (*verbal*) I

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

On May 11, 2015, the Finance and Administration Committee approved the following action items, unless otherwise noted in the recommendations.

**9.1.** [Alameda CTC Investment Policy](#) 195 A  
 Recommendation: Approve the Alameda CTC Investment Policy.

**9.2.** [Alameda CTC Proposed Consolidated Budget for FY2015-16](#) 211 A  
 Recommendation: Approve the Alameda CTC proposed consolidated budget for FY15-16

**10. Member Reports**

**11. Adjournment**

**Next meeting:** June 25, 2015

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

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# Alameda County Transportation Commission Meeting Minutes Thursday, April 23, 2015, 2:00 p.m.

6.1

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## 1. Pledge of Allegiance

## 2. Roll Call

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

Commissioner Bucci was present as an alternate for Commissioner Valle.

Commissioner Campbell-Washington was present as an alternate for Commissioner Chan.

### Subsequent to the roll call:

Commissioner Miley and Commissioner Harrison arrived prior to the vote on Item 6.8 of the Consent Calendar.

Commissioner Carson left during Item 8.

Commissioner Blalock left during item 9.

## 3. Public Comment

There were no public comments.

## 4. Chair and Vice Chair Report

There was no Chair and Vice-Chair report.

## 5. Executive Director Report

Art Dao stated that the Executive Directors report could be found in the Commissioners' folders as well as on the Alameda CTC website. Art stated that he met with CEO's and elected officials at the National Transportation Infrastructure Day on April 9, 2015. He also reminded the Commission that Bike to Walk and School Day was scheduled for May 15, 2015.

## 6. Approval of Consent Calendar

6.1. Approval of March 26, 2015 meeting minutes

6.2. I-580 Eastbound and Westbound Express Lanes (724.4/724.5): Reimbursable Service Agreement with California Highway Patrol (CHP)

6.3. I-580 Corridor High Occupancy Vehicle/Express Lane Projects (PN 720.4/720.5/724.1/724.4/724.5): Monthly Progress Report

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

\*(A = Action Item; I = Information Item)

- 6.5. California Transportation Commission March 2015 Meeting Summary
- 6.6. Measure BB Master Programs Funding Agreements with Direct Local Distribution Funds Recipients
- 6.7. Measure BB Funding Agreements for Measure BB Allocations Approved in March 2015
- 6.8. Measure BB Affordable Student Transit Pass Program
- 6.9. Alameda CTC Transportation Fund for Clean Air (TFCA) FY 2015-16 Program Guidelines
- 6.10.I-580 Corridor Projects: Cooperative Agreement Amendments with Caltrans for Additional Funding for Express Lane Implementation
- 6.11.I-680 Northbound Express Lane Project (PN 721.0): 2000 Measure B Funding Allocation, Cooperative Agreement, Contract Amendment and two (2) Request for Proposal (RFP) Actions
- 6.12.Webster Street SMART Corridor Project (PN 740.0): Construction Contract Acceptance (Alameda CTC Resolution 15-016)
- 6.13.Administrative Amendments to Various Project Agreements
- 6.14.Contract Amendments to Administrative Professional Services Contracts with Acumen Building Enterprise, Inc., GenSpring Family Offices, LLC, and Vavrinek, Trine, Day, & Co., LLP
- 6.15.Amendment to the Alameda CTC Health Reimbursement Arrangement (HRA) Plan for Retirees
- 6.16.Community Advisory Appointment

Item 6.1 was pulled off the Consent calendar for further discussion. Commissioner Spencer requested to amend the minutes by stating that she “opposed the ACA 4 bill”.

Item 6.14 was pulled off the Consent Calendar for further discussion. Commissioner Fujioka requested clarification on the process for agenda items coming from Committee to the Commission. Art described the relationship between the Standing Committee meetings and the Commission meetings and described the approval and recommendation process for items coming from the Committees to the full Commission.

Item 6.8 was pulled off the Consent Calendar for further discussion. Commissioner Carson stated that the program has brought about a lot of discussion and wanted to know the RFP process. Tess reviewed the RFP process and stated that the program was developed over the past year.

Arun Goel then gave a presentation on the program that covered the programs purpose and term. He also covered the consultant scope and tasks and gave information on the expedited timeline for the program, including the procurement process and anticipated consultant program.



Commissioner Carson wanted to know the amount of funding that will be used for administering the program. Arun stated that the consultant will come on board to determine what type of pilot the program will use, which will in turn define the amount of administrative efforts that will be needed to run the program.

Commissioner Kaplan asked if the selected consultant team will use data from the AC Transit bus pass program. Art stated that the data will be used as a reference.

Commissioner Ortiz asked if AC Transit will be responsible for the program should funding from Alameda CTC be cut. Art stated that the roles of transit operators need to be defined and he stated that it is the Alameda CTC's responsibility and intention to develop a sustainable pilot program. The full program will come before the Commission before implementation.

Commissioner Miley questioned if the transit pass will be restricted only to students who are attending school-related activities or can it be used universally. Arun stated that the consultant will vet that issue and a policy will come to the Commission for approval.

Commissioner Miley wanted to know how flexible the development of the program is. Arun stated that there is no prescriptive process at this moment and the intent of bringing the consultant on board is to develop the program.

A letter was presented by ACCE and Genesis and there were six public comments on this item. Public comments were heard from:

John Classen  
Nathaniel Arnold  
David Lyons  
Ellen Murray  
Marcia Lovelance  
Dennis Fagley

Commissioner Kalb suggested that staff consider some of the priorities in the letter from ACCE and Genesis.

Commissioner Halliday wanted to ensure that truancy was addressed when considering how flexible the pass will be.

Commissioner Fujioka questioned how committee members will be selected and wanted to know how the work of the committees will be addressed by the full Commission. Arun stated that the process started in January and it was identified that three committees would be developed with membership being vetted through the stakeholders and consultant team. The committee would report to the full Commission.

*Commissioner Kaplan moved to approve the Consent Calendar. Commissioner Halliday seconded the motion. The motion passed unanimously.*

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

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

Midori Tabata, BPAC Chair, stated that the committee received training on complete streets and reviewed TDA Article 3 projects. She stated that the committee also reviewed a request from the city of Hayward for ADA accessible ramps and reviewed the Master Plan from the city of Piedmont. She concluded by reviewing vacancies and stating that the next meeting is scheduled for July 9, 2015.

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

There was no one present from the CWC.

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

Sylvia Stadmire, Chair of PAPCO, stated that the committee met on April 16, 2015 for the finance committee meeting. The committee reviewed the budget and will review planned services for next year. She stated that the next full PAPCO meeting will be held April 27, 2015, where the committee will review requests for Measure B gap funding and will receive an update from LAVTA and BART. She concluded by reviewing outreach efforts and current vacancies on the committee.

## **8. I-580 Express Lane Policy Committee Action Items**

### **8.1. I-580 Express Lanes: Outreach and Education Update**

Heather Barber presented the I-580 Express Lanes outreach and education update. She provided information on the express lane objectives and key messages for carpoolers. Heather covered the education and outreach that will be done throughout the county and coordination with partner agencies as well as outreach events that will be attended to provide educational information on the lanes.

Commissioner Haggerty asked when the lane becomes the Bay Area Express Lane. Art stated that it is a partnership with MTC to do collaborative outreach together so that there is continuity between the lanes.

Commissioner Haggerty questioned why there are street lights along the highway. Art stated that the street lights there are in compliance with a highway design requirement by Caltrans.

*This item was for information only.*

## **9. Planning, Policy and Legislation Committee Action Items**

## 9.1. Legislative Update

Tess Lengyel provided an update on state and federal legislative activities and recommended that the Commission approve legislative positions. She recommended positions on the following bills:

AB 194 (Frazier)- support position Kaplan/Dutra-Vernaci (Carson, Blalock absent)  
SB 16 (Beall)- Support and seek amendments

*Commissioner Kaplan moved to approve the recommended position on AB 194. Commissioner Dutra-Vernaci seconded the motion. The motion passed unanimously (Carson and Blalock absent)*

There was discussion regarding possible amendments for SB 16 to encourage the author to reward all self-help counties in the state. Tess stated that the bill came into print last week and will provide significant interim solutions for roadway issues throughout the county. Staff recommended a support and seek amendments position on this bill.

*Commissioner Kaplan motioned to change the position to "seek amendment" and bring the bill back to the Commission next month. Commissioner Capitelli seconded the motion. The motion passed unanimously (Carson and Blalock absent).*

## 10. Programs and Projects Committee Action Items

### 10.1. Report on Coordination with the City of Oakland on its Prior Request for \$39.2 Million of Measure BB Funds

Tess Lengyel informed the Commission that staff met with the City of Oakland and the Port of Oakland to discuss the project requests and based on the meetings, the City of Oakland's request will be deferred until the submittal for all of the projects as part of the Countywide Transportation Plan update.

*This item was for information only.*

## 11. Member Reports

There were no member reports.

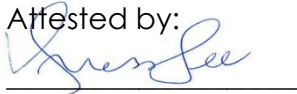
## 12. Adjournment

The next meeting is:

Date/Time: May 28, 2015 @ 2:00 p.m.

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

Attested by:



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**DATE:** May 21, 2015

**SUBJECT:** I-580 Corridor High Occupancy Vehicle/Express Lane Projects (PN 720.4/720.5/724.1/724.4/724.5): Monthly Progress Report

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

## Summary

The Alameda CTC is sponsoring the I-580 Corridor High Occupancy Vehicle (HOV)/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 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 Greenville Road to San Ramon Road/Foothill Road.

Construction of express lane civil infrastructure, for the combined eastbound and westbound express lanes, is being implemented through multiple contract change orders (CCO's) on the on-going HOV Lane construction contracts for constructing 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 final component of express lane implementation, system Integrator contract will install the required communication equipment, toll hardware and integrate the toll subsystems, utilizing emerging technologies/software development. Coordination with regional agencies and California Toll Operators Committee is crucial for implementing express lanes on I-580. The express lane facility is scheduled to open for public use in November 2015.

For detailed information on project funding, schedule and status of each corridor project, including the Eastbound HOV Lane Project - Segment 3 Auxiliary Lanes, the Westbound HOV Lane Project (Segments 1 and 2), the Eastbound I-580 Express Lane Project, Westbound I-580 Express Lane Project and Toll System Integration activities, see Attachments A, B, C, D and E of this report. This item is for information only.

## Background

The projects in the I-580 Corridor will 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, California Highway Patrol, 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 will complete by late 2015 in parallel with completion of express lane infrastructure.

For efficiency purposes, the I-580 Eastbound and Westbound Express Lane Projects have been combined into one construction project. All the contract change orders (CCO's) for express lane-civil infrastructure construction have already been issued to the on-going construction contracts along I-580 (I-580 Westbound HOV, I-580 Eastbound Auxiliary Lane and Freeway Performance Project). The benefit of implementing CCO's is to avoid working in the environmentally sensitive areas, minimize additional traffic disruptions to the traveling public, reduce or eliminate re-work and potentially finish construction sooner. Specific items in CCO's 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.

Development of system integration is nearing completion and toll system installation is about to begin.. To avoid schedule conflicts, the toll system installation activities have been coordinated with on-going HOV lane construction projects within the corridor. Installation activities of express lane-toll system will be completed and tested prior to opening the toll lanes to general public in November 2015.

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

## 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 Eastbound Express Lane Project Monthly Progress Report (PN 720.4)
- D. I-580 Westbound Express Lane Project Monthly Progress Report (PN 724.1)
- E. I-580 Express Lanes System Integration Monthly Progress Report
- F. I-580 Corridor HOV Lane Projects – Location Map
- G. I-580 Corridor Express Lane Projects – Location Map

## Staff Contact

[Stefan Garcia](#), Project Controls Team

[Kanda Raj](#), Project Controls Team

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**ATTACHMENT A**  
**I-580 Eastbound HOV Lane Project (PN 720.5)**  
**Monthly Progress Report**  
**April 2015**

## **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 HOV/express lane facility is completed

### **Completed Activities – 80% of the contract work was completed as of 03/20/15**

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

- Construction of auxiliary lanes from Isabel Ave. to First St.
- 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
- Most retaining walls on the outside 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 remaining retaining wall #18 and sound wall east of Portola Ave.
- Install Lighting and Traffic Operation Systems
- Install infrastructure to support express lane operations
- Pull fiber optic trunk line on south side of I-580 from Hacienda Dr. to Greenville Rd.
- Rubberized hot mix asphalt and open graded asphalt concrete will be placed on main line I-580 between Hacienda Dr. and Greenville Rd. from June through September 2015

### **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	
<b>PA&amp;ED</b>						0.02	<b>0.02</b>
<b>PS&amp;E</b>		1.72	1.30	0.23			<b>3.25</b>
<b>ROW</b>		0.17	0.08			0.28	<b>0.53</b>
<b>Construct Cap</b>	17.87	2.20	0.14		4.69	6.57	<b>31.47</b>
<b>Construct Sup</b>	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**  
**April 2015**

**PROJECT DESCRIPTION**

The Westbound (WB) 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 Eastbound (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) – 73% of the contract work was completed as of 03/20/15**

- North Livermore Avenue 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
- Excavate and construct retaining walls and soil nail walls
- Median barrier reconfiguration
- Soundwall construction at Vasco Road
- Paving of ramp and gore areas
- Installation of electroliers in the median
- Installation of sign structure foundations in the median for express lane tolling system signage

#### **SEGMENT 2 (Western Segment – 79% of the contract work was completed as of 03/20/15**

- Median widening from Airway Boulevard to Hacienda Drive
- Temporary striping, shift traffic lanes and placement of safety barrier (k-rail) to allow for Stage 2 outside widening
- Median widening and barrier reconfiguration
- Bridge widening at Dougherty Undercrossing near Dublin BART station
- Bridge widening at Tassajara Creek
- Precast slab pavement replacements
- Retaining walls substantially completed
- Outside widening from Airway Boulevard to Hacienda Drive
- Installation of electroliers in the median
- Installation of sign structure foundations in the median for express lane tolling system signage

### **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)**

- Install drainage facilities in median
- Install Lighting and Traffic Operation Systems
- Install infrastructure to support express lane operations
- Final pavement layers will be placed on main line I-580 between Greenville Road and Airway Boulevard from April through September 2015

**SEGMENT 2 (Western Segment)**

- Install drainage systems
- Complete retaining walls
- Install Lighting and Traffic Operation Systems
- Install infrastructure to support express lane operations
- Final paving and striping between Airway Boulevard and Hacienda Drive will begin in June 2015

**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 early 2016.

Project Approval	January 2010 (A)
RTL	May 2012 (A)
CTC Vote	May 2012 (A)
Begin Construction (Award)	November 2012 (A)
End Construction	January 2016 (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)

**ATTACHMENT C**  
**I-580 Eastbound Express Lane Project**  
**Monthly Progress Report**  
**April 2015**

**PROJECT DESCRIPTION**

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

**PROJECT DELIVERY STATUS**

- Civil design is complete and combined with the westbound component as one contract package. The civil construction is being implemented through the Contract Change Orders (CCOs) process; 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 and coordinated with Caltrans construction management staff and the contractors
- Electronic toll system design is complete
- Caltrans issued permit for the system integrator to begin installing toll system equipment

**RECENT ACTIVITIES**

- Construction activities are progressing, for detailed civil construction updates see Attachment A
- Construction coordination meetings have been held to ease construction sequence between the civil and systems construction projects
- Toll system updates are provided in Attachment E

**UPCOMING ACTIVITIES**

- Coordinate civil construction activities to begin toll system installation in April 2015, civil construction updates are provided in Attachment A
- Toll system updates are provided in Attachment E

**POTENTIAL ISSUES/RISKS**

With the exception of final paving and striping, the civil construction activities are scheduled to be completed in spring 2015 to allow electronic toll system installation so that the express lane facility can be opened by November 2015. Construction schedule is very aggressive. Staff has been working closely with Caltrans and the toll system integrator, Electronic Transaction Consultant Corporation (ETCC) to monitor progress and take appropriate actions to maintain the schedule.

## FUNDING AND FINANCIAL STATUS

The total project cost of the combined express lane project is \$55 million and is fully funded with a combination of federal, regional and local fund sources.

## SCHEDULE STATUS

I-580 Eastbound Express Lane Project Schedule:

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



**ATTACHMENT D**  
**I-580 Westbound Express Lane Project**  
**Monthly Progress Report**  
**April 2015**

**PROJECT DESCRIPTION**

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

**PROJECT DELIVERY STATUS**

- 
- Civil design is complete; it has been combined with the eastbound component as one contract package. The civil construction is being implemented through the Contract Change Order (CCO) process 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 and coordinated with Caltrans construction management staff and the contractors
- Electronic toll system design is complete
- Caltrans issued permit for the system integrator to begin installing toll system equipment.

**RECENT ACTIVITIES**

- Construction activities are progressing, see Attachment B for civil construction updates
- Construction coordination meetings have been held to ease construction sequence between the civil and toll systems construction projects
- Toll system updates are included in Attachment E

**UPCOMING ACTIVITIES**

- Coordinate civil construction activities to begin system installation in April 2015, civil construction updates are provided in Attachment B
- Toll system updates are included in Attachment E

**POTENTIAL ISSUES/RISKS**

With the exception of final paving and striping, civil construction activities are scheduled to complete in spring 2015 to allow electronic toll system installation so that express lane facility can be opened by November 2015. This schedule is very aggressive. Staff has been working closely with Caltrans and the toll system integrator,

Electronic Transaction Consultant Corporation (ETCC) to monitor progress and take appropriate actions to maintain the project schedule.

## **FUNDING AND FINANCIAL STATUS**

The total project cost of the combined express lane project is \$55 million and is fully funded with a combination of federal, regional and local fund sources.

## **SCHEDULE STATUS**

I-580 Westbound Express Lane Project Schedule:

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

**ATTACHMENT E**  
**I-580 Express Lanes System Integration**  
**Monthly Progress Report**  
**April 2015**

**SYSTEM INTEGRATION SCOPE DESCRIPTION**

The I-580 Express Lane civil contract will construct the necessary civil infrastructure to implement the express lanes on I-580, these items include signing, sign gantries for dynamic messaging and toll reading, electrical conduit for connecting power and communication sources and pavement striping. The System Integration component of the project will include communication and tolling hardware design, software development, and factory testing of equipment/design, toll system equipment/hardware installation and toll system integration. It will also consist of field testing 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**

Electronic Transaction Consultants Corporation (ETCC), the project toll system integrator, has been updating the electronic toll system design to support the "near continuous" access configuration in both directions of I-580. System integration in the I-580 corridor includes the most recent technologies for software, hardware and traffic detection to efficiently manage current and forecasted traffic congestion by optimizing the existing corridor capacity. 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.

As reported during I-580 Workshops which were held in 2013, 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 a High Occupancy Vehicle (HOV) facility and, therefore, is expected to provide driver familiarity through the corridor.

Throughout the facility, real-time traffic/travel conditions will be gathered through traffic monitoring stations/devices and demand-based toll rates will be calculated, utilizing a dynamic pricing model algorithm. Calculated toll rates will be displayed on Dynamic Message Signs (DMSs) ahead of potential express lane entry locations in order to inform travelers. The DMSs are expected to display two rates, the first rate is for travel within the current or immediately downstream zone and the second rate is for travel to a major destination within the corridor (determined as the end of the line in the I-580 Corridor). To support near continuous access configuration, the electronic toll system has been developed to implement zone tolling and automated toll violation enforcement (involving license plate image capture and review process). Closely

spaced toll antennas and readers will be placed approximately at ¼-mile intervals to effectively read FasTrak® / FasTrak flex® transponders. A transponder will be read once within a (tolling) zone by a toll reader and will be charged a fee for use of the lane. To enact toll violation enforcement the Commission will have to adopt a “Toll Ordinance” under the purview of Vehicle Code Section 40250 which allows toll operators to enact such ordinances, including the penalties associated with violations. Several administrative steps will have to be finalized prior to the Commission adopting a toll ordinance. Staff has been discussing the details, timeline and process associated with development and adoption of a toll ordinance at the Commission meetings.

Express lane implementation on I-580 will depend on services provided by others, primarily by the Bay Area Toll Authority (BATA). Therefore, staff is closely working with BATA to finalize the switchable (aka FasTrak flex®) transponder rollout plan, a new I-580 customer service agreement for BATA provided services such as toll collection, FasTrak account relations, toll violation/delinquent notices and penalty collection services, etc., and the interface requirements for interacting toll systems with BATA operated regional customer service center. Project toll system development and implementation are contingent on finalizing the above.

## **PROJECT STATUS**

### **Software and hardware design**

Development of toll system is nearing completion. ETCC has been proceeding with software and hardware development, consistent with project concepts presented during the I-580 Workshops held in 2013. Zone tolling and an automated toll violation system are part of the design development. Toll stem will also include tools to support the California Highway Patrol's efforts in curtailing vehicle occupancy violation. Sequencing of ETCC's filed installation has been coordinated with the on-going Caltrans construction projects to determine feasible construction windows for the toll system installation.

Agency staff, in cooperation with regional partners, has embarked on a comprehensive public education and outreach program to support the implementation of the express lanes. Staff is working closely with the cities of Livermore, Pleasanton and Dublin staff to provide advance project information to the local communities.

## **RECENT ACTIVITIES**

- To coordinate the sequence of construction activities, staff has been conducting monthly coordination meetings with ETCC and Caltrans construction
- ETCC has already procured several back office equipment and performed factory acceptance test
- Caltrans approved ETCC's design and issued permit to install toll system. ETCC is about to begin its toll system installation.
- Continued to discuss interface requirements with BATA's vendor Xerox for processing transponder-based and image-based toll trips. An interface testing (successful testing of toll transaction/trip information transfers) is expected in August 2015.

- Continued to work with BATA on tasks necessary for distributing FasTrak flex toll transponders, reaching out to the patrons and completing a customer services agreement
- Conducted outreach events in the cities of Pleasanton and Stockton

## **UPCOMING ACTIVITIES**

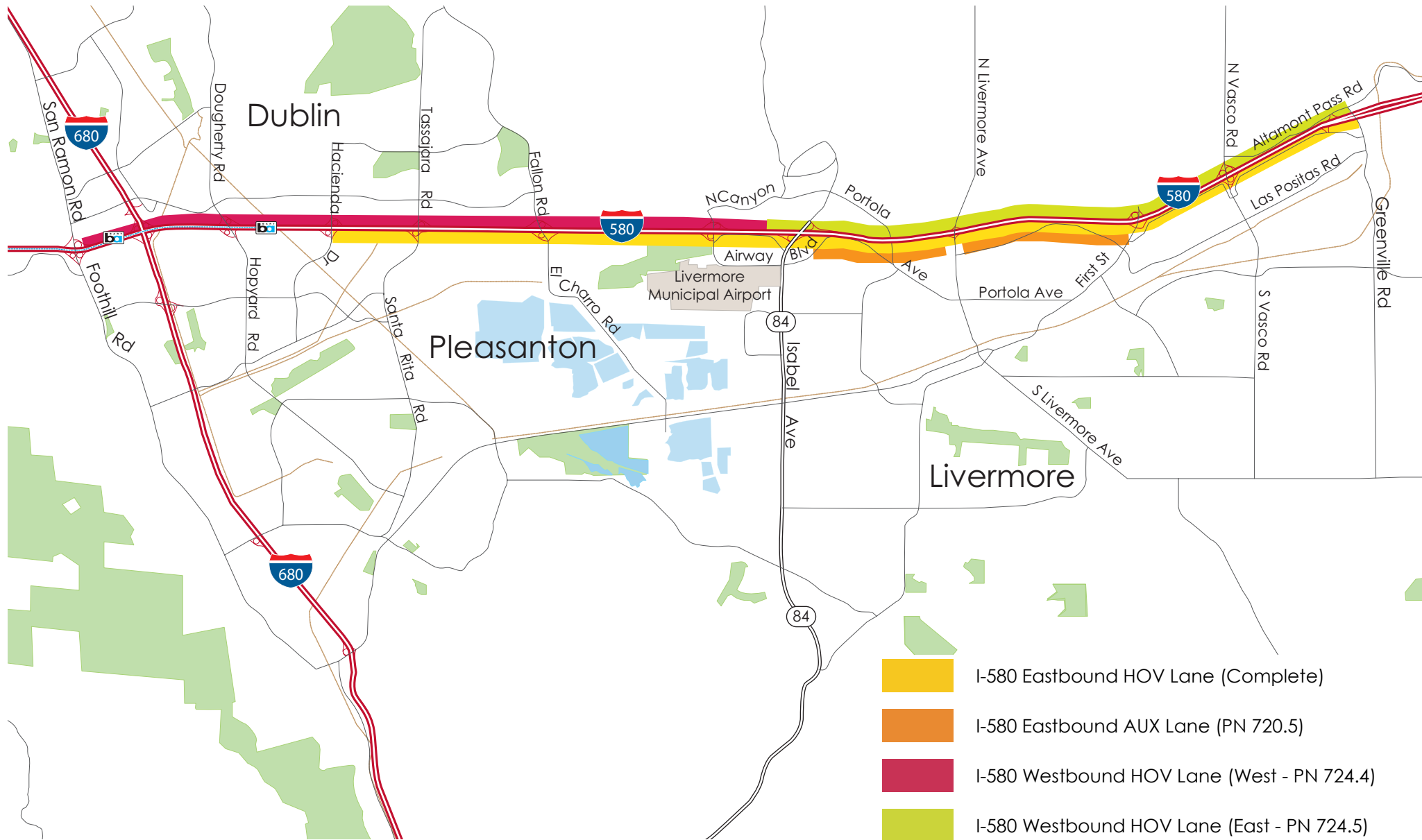
- Continue outreach and education efforts to public/stakeholders focused on educating them about the benefits of express lanes, how to use the lanes, new technologies, including the required use of switchable transponders, and how the public can acquire a new transponder, etc.
- In May 2015, staff expect to conduct additional outreach events in the cities of Dublin, Pleasanton, Livermore and Tracy.
- Continue to work with the cities, Caltrans and contractors to install advance message signs within the corridor, to provide advance project information.
- Continue to work with Xerox to finalize interfacing requirements with BATA Regional Customer Service Center
- Continue to coordinate with BATA to complete a customer services agreement by May/June 2015 for collecting tolls and processing toll violation enforcement services
- Continue to work with Caltrans to complete an Operations and Maintenance (O&M) Agreement by spring 2015
- Continue to work with California Highway Patrol to approve a Service Agreement by spring 2015
- Continue to install toll system equipment
- Upon completing toll system installation, ETCC will perform site/field acceptance testing in early fall 2015 to validate its hardware and software design, prior to opening the new express lanes facility.
- Toll system will be fully operational in November 2015.

## **FUNDING AND FINANCIAL STATUS**

The total project cost of the combined Eastbound and Westbound I-580 Express lane project is \$55 million, and is fully funded with a combination of federal, regional and local fund sources.

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### I-580 Corridor HOV Lane Projects - Location map



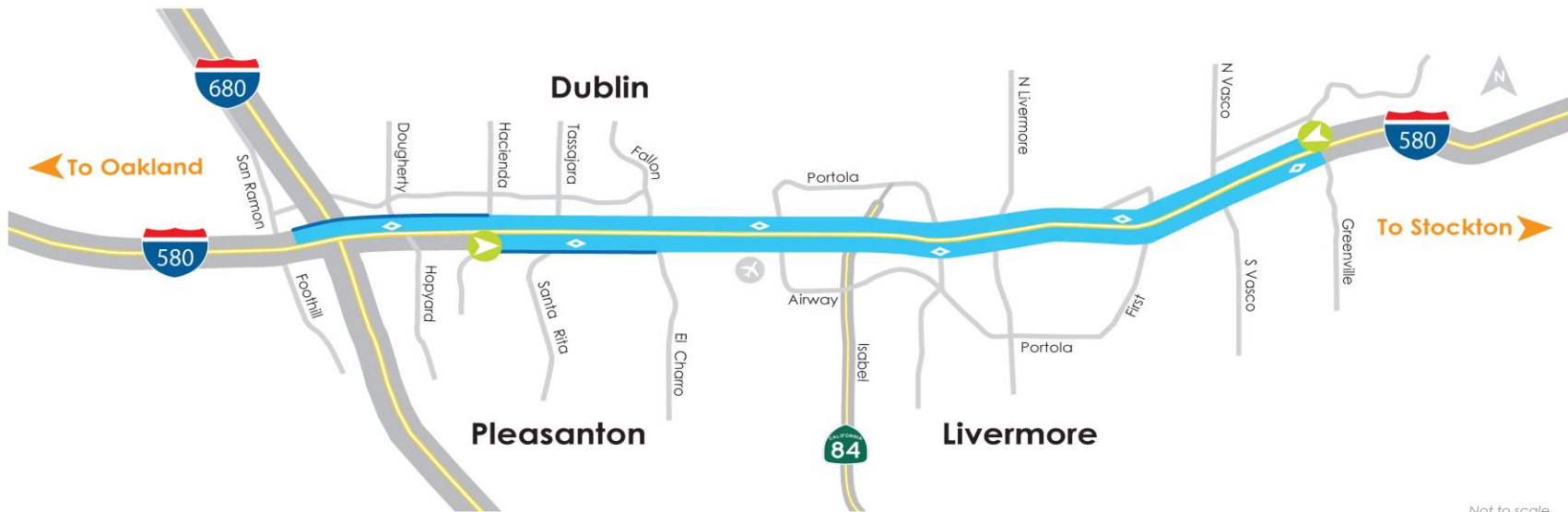
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# I-580 Express Lanes Project Location Map

6.2G



Not to scale



### Two Eastbound Express Lanes

#### Lanes begin at Hacienda

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

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



### One Westbound Express Lane

#### Lane begins at Greenville

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

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

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# Memorandum

6.3

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

**DATE:** May 21, 2015

**SUBJECT:** I-580 Express Lanes: Status Update on Cooperative Agreement with Bay Area Toll Authority for Customer Services

**RECOMMENDATION:** Receive update on pending Cooperative Agreement with Bay Area Toll Authority for customer services necessary to support express lane implementation.

## Summary

The I-580 Express Lanes project ("Project") is part of an overall 550-mile Bay Area express lane network that will expand commuter choices and maximize efficiency of this highly congested I-580 corridor by employing emerging technologies, such as real-time congestion pricing and automated toll violation enforcement. The Project will implement high occupancy vehicle (HOV)/express lanes from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to San Ramon Road/Foothill Road in the westbound direction, as shown in Attachment A - Project Location Map.

Tolls for solo drivers will be collected through all electronic toll (AET) collection method by the use of FasTrak® transponders. Bay Area Toll Authority (BATA) is the only agency in the Bay Area region that is set up to distribute FasTrak® toll tags, maintain accounts, collect tolls, process violation penalties, and provide related customer services for the regional patrons. Since spring 2014, staff has been developing a services agreement with and negotiating the scope and fee associated with the above referenced services with BATA and its vendor Xerox. Staff will provide a status update of the agreement at the Committee meeting.

This is an informational item.

## Background

Over the last two decades, the I-580 corridor has consistently been rated as one of the most congested freeway segments within the San Francisco Bay Area region. As the next step in strategic investments in this corridor, Alameda CTC is implementing express lanes in both the east- and west-bound directions. The express lanes will include the implementation of an electronic toll system (ETS) that will provide a new choice to single occupancy vehicle (SOV) users, enabling them to make use of the unused capacity in the HOV lane for a fee, if they choose to use the lanes.

By providing this new choice, express lanes are expected to provide the following benefits:

- Optimize the existing corridor capacity and improve efficiency of the corridor
- Provide travel reliability
- Create a revenue source to pay for future corridor improvements, including
  - HOV gap closures
  - Transit and other highway improvements that directly help reduce corridor congestion

Tolls will be collected through AET collection method by the use of FasTrak®/FasTrak flex® (the new switchable transponder, which will be available to the public beginning June 2015). Toll system will include a violation enforcement system (VES) to implement automated toll evasion violation enforcement which is expected to curtail toll evasions. In order to enact toll evasion violation penalties, the Commission will have to adopt a toll enforcement ordinance. Staff plan to present the toll ordinance at the June and July 2015 Commission meetings for approval. The toll enforcement ordinance must include many different elements, including, liabilities for failure to pay the required tolls; penalties and administrative processes associated with toll evasion violations; and situations when toll evasion notices or penalties will be dismissed or waived. The administrative processes includes processing violation notices, responding to customer inquiries about the notices; providing impartial administrative hearing, and preparing toll operator packages for court proceedings, etc.

Since BATA is already set up to provide similar services on seven Bay Area Toll Bridges and will be responsible for collection of tolls for the express lanes, staff consider BATA as the ideal agency to provide the above referenced administrative services. In addition, Section 149.5 of Streets and Highway Code stipulates that Alameda CTC enters into an agreement with BATA for toll collection and customer services. Consequently, staff are in the process of negotiating a scope and fee proposal with BATA for its services to provide the administrative procedures associated with the toll evasion violation process, in addition to toll collection, account maintenance and general customer services associated with the FasTrak® accounts. Staff have also requested that BATA provide a cost estimate to provide customer service support at selected public outreach events to register patrons for FasTrak® accounts.

In summary, BATA is expected to provide the following administrative services:

- Provide initial office set-up and staff training for toll collection/customer services
- Issue toll tags and respond to customers regarding new toll accounts
- Maintain new accounts/accounting
- Provide customer service staff support at selected public outreach events to facilitate FasTrak® account registration

- Collect tolls
- Review image-based trips to find matching FasTrak® account
- Process toll evasion violation notices
  - Mail 1<sup>st</sup> notice
  - Respond to customer inquiries about the notices
  - Issue 2<sup>nd</sup> notice (delinquent notice), when applicable
  - Provide impartial administrative review of notice
  - Place hold on DMV records (when applicable)
  - Prepare packages for court proceedings (when applicable)

The scope and fee negotiation with BATA is currently underway. Staff will provide a verbal status update of this agreement at the May 2015 meeting and plan to present the cooperative agreement with BATA for approval at the June 2015 Commission meeting.

This is an informational item.

**Fiscal Impact:** There is no fiscal impact.

### **Attachments**

- A. Project Location Map

### **Staff Contact**

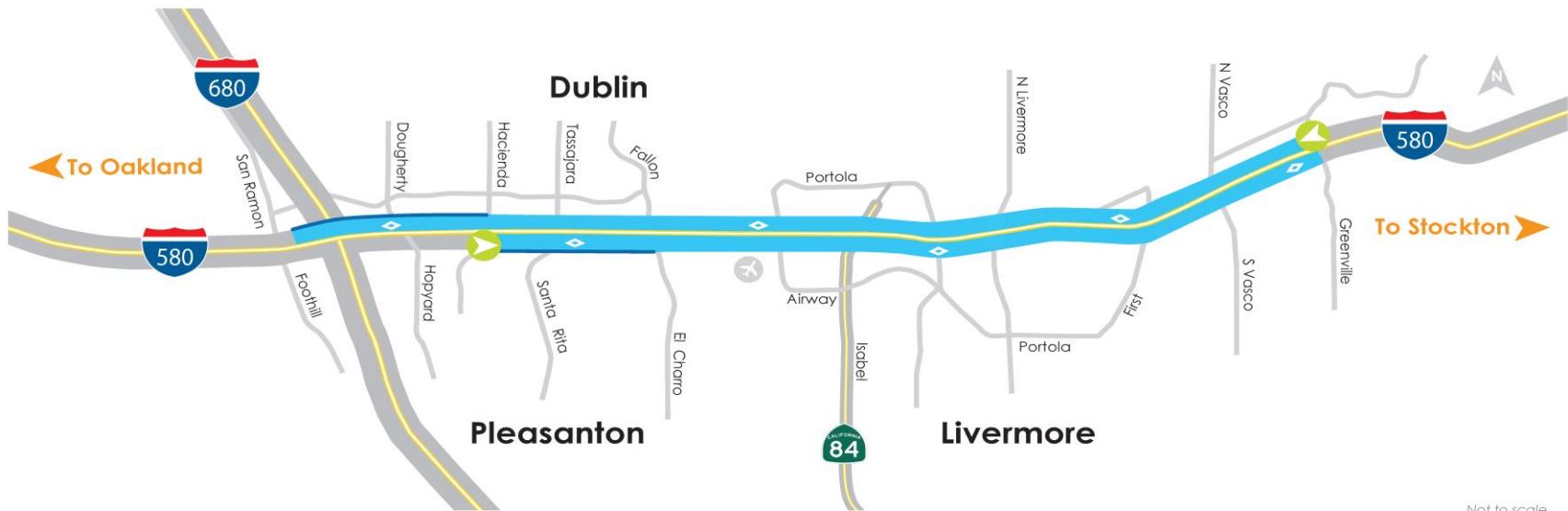
[Kanda Raj](#), Project Controls Team

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# I-580 Express Lanes Project Location Map

6.3A



Not to scale



### Two Eastbound Express Lanes

#### Lanes begin at Hacienda

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

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



### One Westbound Express Lane

#### Lane begins at Greenville

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

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

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# Memorandum

6.4

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**DATE:** May 21, 2015

**SUBJECT:** I-580 Express Lanes: Update on Hours of Operation

**RECOMMENDATION:** Receive an update on hours of operation necessary for the express lane implementation

## Summary

The I-580 Express Lanes project ("Project") is part of an overall 550-mile Bay Area express lane network that will expand commuter choices and maximize efficiency of this highly congested I-580 corridor by employing emerging technologies, such as real-time congestion pricing and automated toll violation enforcement. The Project will implement high occupancy vehicle (HOV)/express lanes from Hacienda Drive to Greenville Road in the eastbound direction, and from Greenville Road to San Ramon Road/Foothill Road in the westbound direction, as shown in Attachment A - Project Location Map.

One of the policy issues that staff discussed in workshops held in 2013 is the need to define the hours during which the express lanes will be operational, to help manage the congestion and provide travel reliability. The California Department of Transportation (Caltrans) is mandated by State and Federal statutes to define the hours of operation within the State in consultation with the Regional Transportation Planning Agency (RTPA) and California Highway Patrol (CHP). Staff have been meeting with these agencies to determine the hours of operation and will provide an update at the Committee meeting.

This is an informational item.

## Background

Over the last two decades, the I-580 corridor has consistently been rated as one of the most congested freeway segments within the San Francisco Bay Area region. As the next step in strategic investments in this corridor, Alameda CTC is implementing express lanes in both the east- and west-bound directions. The express lanes will provide a new choice to single occupancy vehicle (SOV) users, enabling them to make use of the unused capacity in the HOV lane for a fee, if they choose to use the lanes.

As discussed at the I-580 Policy Committee (I-580 EL PC) Meeting in February 2015 (Item 4.2: Business Rules Update), Section 149.5 of California Streets and Highway Code

stipulates that the express lanes operate within the HOV hours of operation without degrading the operation of the general purposes lanes. Furthermore, Sections 21655.5 (a) & (b) and 21655.6 (a) of the California Vehicle Code provide the authority to Caltrans for studying, designating occupancy and selecting the hours of operations of the lane; in cooperation with the RTPA {which is the Metropolitan Transportation Commission (MTC) for the San Francisco Bay Region}. An HOV Lane Committee comprised of Caltrans, MTC and CHP staff periodically meets to discuss the hours of operation and recommend changes to the Bay Area HOV Lane Network. Since last year, the Alameda CTC staff have been discussing the operational requirements with Caltrans to efficiently manage current and forecasted traffic demand. Based on its initial review of the request, Caltrans requested that Alameda CTC perform additional traffic analysis to demonstrate the benefits of extending the HOV/express lane hours of operation beyond the current HOV lane hours. On March 10, 2015, a formal request was forwarded to the HOV Lane Committee to review the results of the traffic analysis and consider revising the hours of operation. The HOV Lane Committee met on April 21, 2015 and reviewed the operational needs of the project. Based on additional review time requested by MTC, the Committee agreed to reconvene on May 6, 2015 to make a final decision on revising the hours of operation. Staff will provide an update on the status of this item at the May 11, 2015 I-580 EL PC meeting.

This is an informational item.

**Fiscal Impact:** There is no fiscal impact.

#### **Attachments**

- A. Project Location Map

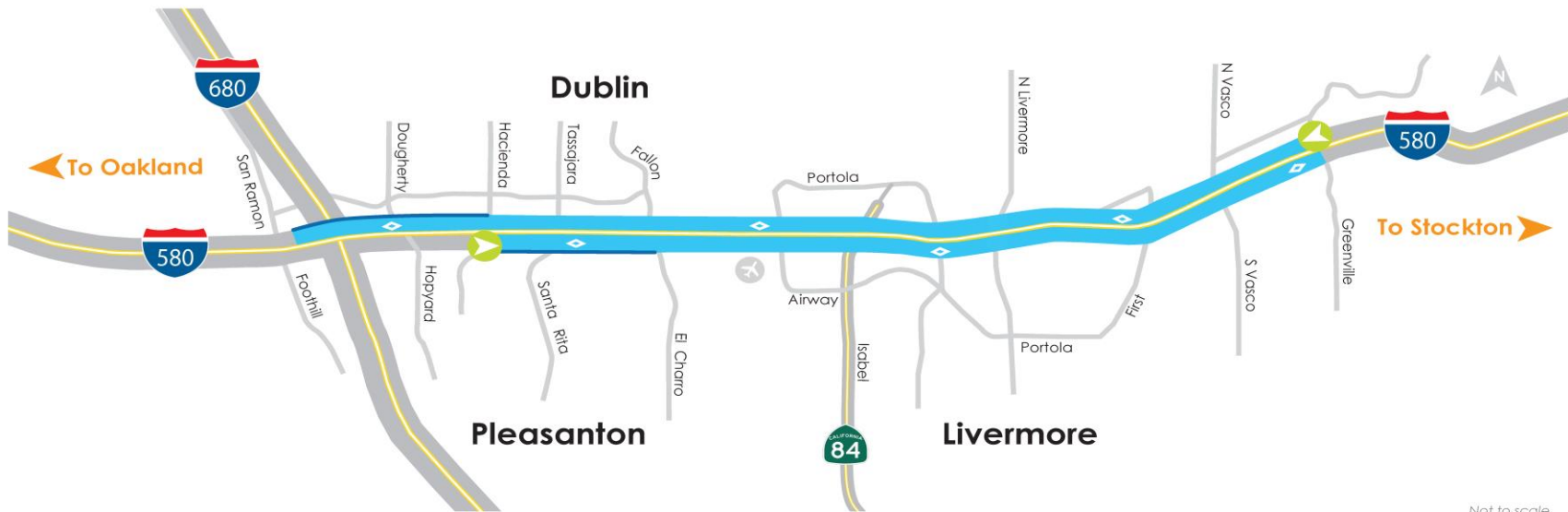
#### **Staff Contact**

[Kanda Raj](#), Project Controls Team



# I-580 Express Lanes Project Location Map

6.4A



Not to scale



### Two Eastbound Express Lanes

#### Lanes begin at Hacienda

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

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



### One Westbound Express Lane

#### Lane begins at Greenville

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

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

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# Memorandum

6.5

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

**DATE:** May 21, 2015

**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 update on April 13, 2015, the Alameda CTC reviewed one Final Environmental Impact Report (FEIR). Comments were submitted on this document and the comment letter is included as attachment A.

**Fiscal Impact:** There is no fiscal impact.

## Attachments:

- A. Response to Final Environmental Impact Report for the Children's Hospital and Research Center Oakland Campus Master Plan Project

## Staff Contact

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

[Daniel Wu](#), Assistant Transportation Planner

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March 18, 2015

Heather Klein  
Planning and Building Department  
250 Frank H. Ogawa Plaza  
Suite 3315  
Oakland, CA 94612

**SUBJECT:** Final Environmental Impact Report for the Children's Hospital & Research Center  
Oakland Campus Master Plan Project

Thank you for the opportunity to review the Final Environmental Impact Report for the Children's Hospital & Research Center Oakland Campus Master Plan Project. We have no additional comments on this project. The requirements under the Congestion Management Program Land Use Analysis element are satisfied.

Please contact me at (510) 208-7428 or Daniel Wu of my staff at (510) 208-7453 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Tess Lengyel". The signature is fluid and cursive, with a large initial "T" and "L".

Tess Lengyel  
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner

file: CMP/Environmental Review Opinions/2015

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# Memorandum

6.6

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

**DATE:** May 21, 2015

**SUBJECT:** 2014 Performance Report

**RECOMMENDATION:** Receive an update on the 2014 Performance Report

## Summary

The Performance Report is a document prepared annually by the Alameda County Transportation Commission (Alameda CTC) that looks at the state of the transportation system in Alameda County. The Performance Report tracks trends in a series of performance measures, which are quantitative metrics used to assess progress toward specific goals. The performance measures capture overall commuting patterns, as well as individual modes and infrastructure including roadways, transit, biking, and walking. The measures are designed to be aligned with the goals of the Alameda Countywide Transportation Plan (CTP) and the Congestion Management Program (CMP) statute. The Performance Report, together with the Alameda CTC's other transportation system monitoring efforts, are critical for assessing the success of past transportation investments and illuminating transportation system needs that will require investments in the future.

## Background

The Performance Report is one of several performance monitoring documents produced by the Alameda CTC. The emphasis of the performance report is county-level analysis using existing, observed data that can be obtained on an annual basis. The Performance Report complements other monitoring efforts such as biennial level of service monitoring and annually collected bicycle and pedestrian counts which assess performance of specific modes at a more detailed level.

The Performance Report satisfies one of the five legislatively mandated elements of the CMP that the Alameda CTC must prepare as a Congestion Management Agency. More broadly, the Performance Report is a vital part of the Alameda CTC's work to plan, fund, and deliver transportation projects and programs throughout Alameda County.

This Performance Report is intended to cover fiscal year 2013-14 (FY13-14). Because some data sources are reported based on calendar years or publication of new data may lag

behind the preparation time of this report, data are not always available for this period. Therefore, this report uses the most current data available in the late-2014 to early-2015 timeframe when data for FY13-14 are unavailable.

The Executive Summary of the Performance Report is included as Attachment A. The full report is available online at the following link:

[http://www.alamedactc.org/app\\_pages/view/8129](http://www.alamedactc.org/app_pages/view/8129)

**Fiscal Impact:** There is no fiscal impact.

### **Attachments**

- A. 2014 Performance Report Executive Summary

### **Staff Contact**

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

[Matthew Bomberg](#), Assistant Transportation Planner

[Dan Wu](#), Assistant Transportation Planner



## Executive Summary

Alameda County's extensive multimodal transportation network provides mobility and access for people and goods traveling within the County and beyond. Alameda CTC's fiscal year 2013-14 (FY2013-14) Performance Report describes trends in a series of performance measures that track progress toward key goals across overall travel patterns, roadways, transit, biking, walking, and livable communities.

### Travel Patterns

Commutes of Alameda County residents have become more regional in recent years. From 2005 to 2013, the percentage of residents who also work within the County decreased from 67 percent to 65 percent. Significant job growth in San Francisco and the Peninsula/South Bay may be leading to this growth in commuting outside Alameda County.

Alameda County residents commute to work using various transportation modes. In 2013, 63 percent of Alameda County residents drove alone to work, while 10 percent carpoolled. More than a quarter of residents used a non-driving mode to work, with transit riders accounting for more than half of workers who do not drive.

In the last decade, Alameda County's commute-to-work mode share has become more multimodal. Driving-alone and carpool mode shares to work have declined several years in a row and were at 63 percent and 10 percent in 2013, respectively. From 2000 to 2013, BART exhibited the largest commute mode share

**The Performance Report fulfills Alameda CTC's requirements as the congestion management agency for Alameda County pursuant to California Government Code Section 65089(B)(2). The Performance Report includes performance measures consistent with goals required by the CMP statute and articulated in Alameda CTC's adopted Countywide Transportation Plan. The Performance Report is designed to use either publically available data sources that have widespread use within the transportation planning industry or data sources that are readily available from local jurisdictions and agencies. Emphasis is placed on measures for which new data are available on an annual basis. The Performance Report is published in the spring following the most recently completed fiscal year. However, due to lags in availability of some data sources, data on several measures may be from before the stated year of the report. Appendix B provides detailed information regarding all data sources used in the Performance Report.**



increase (3 percent), followed by work from home (2 percent), and bicycling (1 percent).

Alameda County residents' journey to work travel times also increased across all travel modes from 2005 to 2013; overall average travel time to work increased by about 3 minutes. During this time period, residents who commuted by bus saw the largest increase in average travel time (nearly 6 minutes). Alameda County workers commuting by BART experienced the longest average travel time; more than 40 percent of these workers experience commutes of longer than 1 hour.

The drivers' licensing rate of Alameda County residents has also decreased from 2005 to 2013; this trend is consistent with the national drivers' licensing rate trend. The greatest decrease in drivers' license rate is among drivers below age 35. From 2005 to 2013, the drivers' licenses per 100 people dropped from 49 to 39 for 16-19 year olds and from 96 to 80 for 20-34 year olds.

### Roadways

A robust economy and regional employment growth have led to roadway traffic volume increases, particularly at freeways and bridges leading into Alameda County. From FY2012-13 to FY2013-14, median daily volumes at these key gateways grew around 1-2 percent. Traffic volumes on the San Mateo and Dumbarton Bridges grew around 8-9 percent, and could be attributed to employment growth on the Peninsula and in the South Bay.

The increase in roadway traffic volume led to slower and more congested roadway system performance in 2014. Average freeway speed in all time periods (weekday a.m., weekday midday, weekday p.m., and weekend midday) declined from FY2012-13 to FY2013-14. The a.m. and p.m. peak-hour speeds declined by more than 5 percent at many key freeway segments in the County. The most severe freeway delay (excess travel time from speeds dropping below 35 mph) climbed by 15 percent in FY2013-14 over the previous year. The Metropolitan Transportation Commission (MTC) found that

in 2013, six of the Bay Area's 10 most congested freeway segments are in Alameda County; this finding corroborated the County's trends in freeway volume, speed, and congestion.

Local street and road average pavement condition Index (PCI), a measure of pavement quality, has remained relatively constant in recent years as cities have been unable to reduce a considerable backlog of deferred maintenance due to available repaving funding levels. In 2013, the local street and road PCI was 67. Around 22 percent of local street and road centerline mileage in Alameda County has a PCI of "poor" or "failed," and additional miles are "at risk," meaning they will deteriorate rapidly if preventive maintenance is not undertaken.

Pavement condition on the state highway system is assessed using three levels of distress—poor ride only, minor pavement distress (pavement in poor condition with significant cracks), and major pavement distress (pavement in poor condition with extensive cracks). The most recent California Department of Transportation (Caltrans) evaluation shows that in 2012, 22 percent of Alameda County's state highway system lane miles were in these three levels of distress with 7 percent and 3 percent of lane miles in minor and major distress, respectively. Poor pavement quality affects road users of all types, and addressing outstanding maintenance needs will require significant future funding and adherence to "fix it first" commitments.

Collisions on Alameda County roadways declined from 2002 to 2011, but increased from 2011 to 2012 (the most recent year for which complete data is available). From 2011-2012, the number of fatalities increased 31 percent to 77, and the number of injury and fatal crashes increased by 6 percent to 6,605. These increases indicate that roadway safety requires continued attention.



**In Alameda County, 22 percent of roads are considered in poor condition.**

**Addressing outstanding maintenance needs will require significant future funding.**



**Transit ridership growth reached its highest level in over five years, though ridership remains below pre-recession levels.**

### Transit

Transit plays a critical role in Alameda County by providing vital accessibility to individuals and businesses in the County. Transit ridership increased by 1.2 percent from FY2012-13 to FY2013-14, the third consecutive year of ridership growth. The growth brought ridership to its highest level in more than five years (more than 96 million annual boardings), though ridership remains below pre-recession levels. However, Alameda County's population growth has outpaced the transit ridership increase; in FY2007, Alameda County saw about 67 annual boardings per person, but saw only 61 annual boardings per person in FY2014.

Bus and ferry services saw ridership increases from FY2012-13 to FY2013-14, while BART and commuter rail ridership remained relatively constant. Bus ridership increased for the second consecutive year after four years of decline or stagnation during the recent recession, but remained roughly 10 million riders below the FY2007 level. Note that although bus ridership began to recover, service levels have generally not been restored from major service cuts instituted during the recession. BART ridership stayed flat in 2014 compared to 2013, most likely attributable to BART strike days in July and October 2014, but has grown more than 40 percent since 2005.

Service utilization—the ratio of how many people ride transit to the amount of revenue service operated—is a more accurate measure of transit operator success than just ridership, as it accounts for efficiency. BART's boardings per revenue vehicle hour (RVH) remained relatively constant from FY2012-13 to FY2013-14, following steady improvement since 2005, as BART successfully attracted new riders while adding minimal additional service. AC Transit's boardings per RVH have also remained relatively constant from FY2012-13 to FY2013-14 but have increased steadily since 2009. This trend can be attributed to AC Transit cutting service faster than boardings declined (FY2009 to FY2011) and ridership growth in the last two years. Other smaller operators exhibit a broad range of service utilization trends, as described in detail in this report.

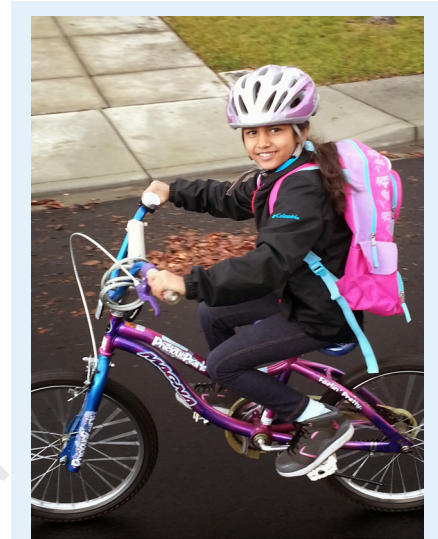
Commercial speed refers to the speed that transit vehicles travel, accounting for delays from traffic, signals, and boarding/alighting. It is a key indicator for passenger experience and operator costs. AC Transit has seen declines in commercial speed going back to 2005, and LAVTA saw declines in 2013 and 2014. Correcting this trend requires operator and local jurisdiction partnerships.

Transit service reliability can be measured by the time and distance operated between service disruptions. Vehicle breakdowns and other equipment failures are frequently a product of aging equipment and infrastructure. All transit operators saw a reduction in the distance or time that their vehicles operated between service interruptions in FY2014. These trends point to the fact that Alameda County's transit operators have a number of aging assets that require rehabilitation or replacement.

## Bicycling

Bicycling is a form of transportation that can be affordable for users, is linked to positive public health outcomes, and contributes to environmental sustainability. Bicycling's work-trip mode share remained relatively consistent in 2013 as compared to 2012, but it has nearly doubled over the last decade. The number of cyclists observed at the 63 count locations monitored by Alameda CTC declined over the last year for all time periods. This trend could be attributed to the manual counts coinciding with the BART strike from September to October of 2013. Although no counts were conducted on strike days, the uncertainty around transit service may have led people to work from home or use other transportation modes instead of bicycling to access transit.

Collisions involving bicyclists dropped in 2012 from 2011, after having increased over the last decade. However, the bicyclist collision rate may be declining, as journey-to-work data suggests that the number of collisions involving cyclists has grown more slowly than participation in cycling. Yet, safety and perceived lack of safety remain barriers that prevent cycling from being a more prevalent activity.



**Bicycling accounts for a small percentage of the total commute share, but overall trends show an increase in cyclists from 2010 to 2013**



**Walking accounts for 11 percent of all trips in Alameda County, excluding walking used to access transit and driving trips.**

During the last year, jurisdictions reported implementing over 40 miles of bikeways, including nearly 12 miles of Class I multiuse trails. The completion of the Bay Bridge bike and pedestrian path and the Iron Horse Trail segment from the Dublin-Pleasanton BART station to Santa Rita Road accounted for considerable mileage. Several jurisdictions also implemented various types of upgraded bicycle lanes including bicycle lanes that use buffers, green paint, and other treatments to increase visibility and comfort for cyclists.

At the conclusion of FY2013-14, nine of 15 jurisdictions had adopted local bicycle master plans within the last five years. Four of the remaining six have plan development or update work underway.

Thousands of Alameda County residents and workers participated in bike safety education classes (which have grown steadily since they began in FY2009-10), and many more have participated in or seen Alameda CTC's I Bike! encouragement campaign, which includes Bike to Work Day.

### Walking

Walking is fundamental to all transportation modes—every trip begins and ends with walking. For many users of the Alameda County transportation system, walking is their sole mode of transportation. Walking has held steady as a commute mode used by between 3 percent and 4 percent of Alameda County workers for the past decade, though this statistic understates walking's role in the transportation system, as the vast majority of walking trips are made for non-work purposes. The most recent household travel survey with data on all types of travel found that walking accounts for 11 percent of all trips, and this statistic excludes walking's role as an access and egress mode for transit and driving trips.

Pedestrian counts collected through the Alameda Countywide Count Program showed a slight decrease from 2012 to 2013. This trend could be attributed to the manual counts coinciding with the BART strike from September to October of 2013. Although no



counts were conducted on strike days, the uncertainty around transit service may have led workers to work from home or use other modes instead of walking to access transit.

Collisions involving pedestrians increased in 2012; in particular, the number of injury and fatal collisions involving pedestrians in 2012 was higher than the average number of collisions involving pedestrians from the last 11 years. This trend highlights the fact that pedestrian safety remains an issue that requires education, enforcement, and infrastructure-based strategies, especially as increasing transit and active transportation mode usage results in greater levels of walking.

In FY2013-14, 13 jurisdictions reported completing a total of 47 major pedestrian capital projects. These projects span a wide variety of improvement types, ranging from closing gaps in the County's trail and sidewalk network, to major trail and pathway rehabilitation, to improvements to the safety and comfort of pedestrian facilities and pedestrian crossings.

At the conclusion of FY2013-14, seven of 15 jurisdictions had adopted local pedestrian master plans within the last five years. Four of the remaining eight have plan development or update work underway.

In addition, the Alameda County Safe Routes to School Program, which promotes the use of alternative modes to get to school, continued its rapid growth; the program was in 130 total schools during the 2013-14 school year, an increase of eight schools over the previous school year.

### Livable Communities

This Performance Report includes data on several measures that capture local efforts to coordinate transportation and land use planning and to promote usage of shared and non-driving travel modes.

Housing production and permitting are indicators of overall transportation and housing affordability. Housing production is a challenge in the Bay Area, and from 2007 to 2014, Alameda County met less than 40 percent of the regional housing needs allocation set by the Association of Bay Area Governments. With a recovering economy, FY2013-14 saw an active development market, for both residential and non-residential projects. Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland and Pleasanton all approved at least one residential project with over 100 housing units, while Alameda, Oakland, San Leandro, and Union City approved commercial or industrial projects of at least 100,000 square feet. In FY2013-14, 26 residential projects of more than 50 units were approved; of these, 17 were within one-half mile of regional transit (rail, ferry, AC Transit Major Corridors, or LAVTA Rapid). Also in FY2013-14, five non-residential projects of more than 100,000 square feet were approved, of which four were within one-half mile of regional transit

To encourage alternate modes, Alameda County's jurisdictions have adopted Transportation Demand Management (TDM) policies and design guidelines related to bicycling, walking, transit, carpool/vanpool, and park-and-ride strategies. Alameda CTC requires that local jurisdictions report annually on how they have met the minimum requirements to adopt TDM policies and guidelines as part of the CMP. According to Alameda CTC's latest TDM checklist survey, jurisdictions have a high degree of adoption of bicycling- and walking-related strategies but a lower adoption rate of transit, carpool, and park-and-ride strategies. As TDM policies continue to develop, Alameda CTC plans to update the range of TDM strategies in the annual TDM checklist.



# Memorandum

6.7

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

**DATE:** May 21, 2015

**SUBJECT:** Alameda CTC Administrative Code Amendments

**RECOMMENDATION:** Approve amendments to Alameda CTC's Administrative Code.

## Summary

The Alameda County Transportation Commission (Alameda CTC) Administrative Code requires amendments to incorporate Measure BB and the 2014 Transportation Expenditure Plan, to clarify the approval process for the bylaws for Alameda CTC's advisory committees to ensure consistency in committee governance, and to bring the document up to date with the processes and procedures of Alameda CTC as a consolidated agency.

## Background

The Commission last updated the Administrative Code in February 2013, when the Commission amended the Code to change the I-580 Policy Advisory Committee (I-580 PAC) to a Standing Committee identified as the I-580 Express Lane Policy Committee (I-580 PC). This change enabled I-580 PC to consider staff recommendations and propose actions to the Commission on a regular basis.

In November 2014, voters passed Measure BB, authorizing the sales tax for transportation projects and programs collected and administered by Alameda CTC and governed by the 2014 Transportation Expenditure Plan. This plan also established the Independent Watchdog Committee which replaces the Citizen's Watchdog Committee. In addition, the original document included many references to the prior agencies, the Alameda County Congestion Management Agency and the Alameda County Transportation Improvement Authority, which are no longer necessary as we move forward as a consolidated agency. These changes all need to be incorporated into the administrative code as Alameda CTC's governing document.

## Discussion

To incorporate Measure BB and the 2014 Transportation Expenditure Plan, to reflect the renaming of the Independent Watchdog Committee (formerly the Citizens Watchdog

Committee), to ensure that all advisory committees have consistent bylaws, to update the Code to eliminate unnecessary references to the prior agencies, and to make other appropriate changes, staff is recommending that the Alameda CTC Administrative Code be amended as shown in Attachment A. Legal counsel has reviewed and approved the proposed changes.

**Fiscal Impact:** There is no fiscal impact.

### **Attachments**

- A. Proposed Alameda CTC Administrative Code Amendments

### **Staff Contact**

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

ALAMEDA COUNTY TRANSPORTATION COMMISSION  
ADMINISTRATIVE CODE  
(as amended on ~~2/28/13~~5/28/15)

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**ALAMEDA COUNTY TRANSPORTATION COMMISSION**  
**ADMINISTRATIVE CODE**  
(as amended on ~~2/28/13~~5/28/15)

**ARTICLE 1**  
**GENERAL PROVISIONS**

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

**1.2 Reference Includes Amendments.** Reference to this Code or any portion thereof includes later amendments thereto. This Code may be amended by motion, resolution or other proper action of the Commission.

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

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

**ARTICLE 2**  
**CODE OF ETHICS**

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

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

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

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

**2.2.3** Comply with both the letter and spirit of the laws and policies affecting the operations of government in general and Alameda CTC specifically, including but not limited to the Conflict of Interest Code.

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

### ARTICLE 3 DEFINITIONS

**3.1 Existing Definitions Adopted.** For the purposes of this Code, all words not defined herein shall have such meanings as (i) have been established in a controlling Expenditure Plan, or (ii) have been determined by the laws of the State and decisions of the courts of the State.

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

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

**3.4 ~~3.3~~"2000-2000 Transportation Expenditure Plan"** means Alameda County's 20-Year Transportation Expenditure Plan, dated July 2000 and funded by the retail transactions and use tax imposed pursuant to 2000 Measure B, as it may subsequently be amended from time to time.

**3.5 ~~3.4~~"2000-2014 Measure ~~BB~~"** means Measure ~~B~~-BB as adopted by the voters of Alameda County on November 7, 2000-2014 pursuant to Section 180206 of the Act. Measure BB augments the 2000 Measure B half-cent sales tax by an additional half cent, from April 1, 2015 through March 31, 2022. The full one-cent sales tax authorized by 2014 Measure BB will begin April 1, 2022 and will extend through March 31, 2045.

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

**3.7** ~~3.5~~ **“Act”** means Division 9 of the California Public Utilities Code, Sections 180000 et seq., also known as the Local Transportation Authority and Improvement Act, as the Act may be amended from time to time.

**3.8** ~~3.6~~ **“ACCMA”** or **“CMA”** each mean the Alameda County Congestion Management Agency, the agency originally tasked with the duty of adopting and implementing the Congestion Management Program. ACCMA has now been dissolved, and Alameda CTC has assumed its duties, rights and obligations pursuant to the JPA.

**3.9** ~~3.7~~ **“ACTA”** means the Alameda County Transportation Authority, the agency originally tasked with the duty of implementing the 1986 Transportation Expenditure Plan. ACTA has now been dissolved, and ~~ACTIA~~ Alameda CTC has assumed its duties, rights and obligations, ~~which have been delegated to the Commission~~ pursuant to the JPA.

**3.10** ~~3.8~~ **“ACTAC”** means the Alameda County Transportation Advisory Committee, the technical advisory committee to the Commission, as described herein.

**3.11** ~~3.9~~ **“ACTIA”** means the Alameda County Transportation Improvement Authority, the agency originally tasked with the duty of implementing the 2000 Transportation Expenditure Plan. ACTIA has now been dissolved, and Alameda CTC has assumed its duties, rights and obligations pursuant to the JPA.

**3.12** ~~3.10~~ **“Advisory Committee”** means each advisory committee established by or for the Commission.

**3.13** ~~3.11~~ **“Alameda CTC”** and **“ACTC”** each mean the Alameda County Transportation Commission.

**3.14** ~~3.12~~ **“Alternate”** means each of those persons appointed, pursuant to the JPA, to serve and vote as an alternate member of the Commission or of a Standing Committee in the absence of a specific Commission Member.

**3.15** ~~3.13~~ **“Annual Budget”** means the budget for Alameda CTC, including ~~separate budget sections~~ budgets related to (i) the 1986 Transportation Expenditure Plan, (ii) the 2000 Transportation Expenditure Plan, as required by Section 180105 of the Act, (iii) the 2014 Transportation Expenditure Plan, as required by Section 180105 of the Act, (iv) the Congestion Management Program, ~~(i-v)~~ the VRF Expenditure Plan, and ~~(v-vi)~~ other matters.

**3.16** ~~3.14~~ **“Authorized Vote”** means the total number of weighted votes represented by all Commission Members, pursuant to the provisions of the JPA.

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

**3.18** ~~3.15~~ **“Board of Supervisors”** means the Board of Supervisors of the County.



3.19 ~~3.16~~ **“Bonds”** means indebtedness and securities of any kind or class, including but not limited to bonds, refunding bonds, or revenue anticipation notes.

3.20 ~~3.17~~ **“Brown Act”** means the Ralph M. Brown Act, Government Code Sections 54950 *et seq.*, as it may be amended from time to time.

3.21 ~~3.18~~ **“Chair”** means the Chair of the Commission, as elected by the Commission.

3.22 ~~3.19~~ **“Citizens Watchdog Committee”** ~~means or~~ **“CWC”** ~~each mean the~~ Advisory Committee for 2000 Measure B required by the 2000 Transportation Expenditure Plan. Pursuant to 2014 Measure BB, the CWC has been renamed the Independent Watchdog Committee effective July 1, 2015.

3.23 ~~3.20~~ **“City”** means any incorporated city or town within the County.

3.24 ~~3.21~~ **“Clerk”** means the Staff member designated by the Executive Director to serve as the Clerk of the Commission.

3.25 ~~3.22~~ **“Code”** means this Administrative Code of the Alameda County Transportation Commission.

3.26 ~~3.23~~ **“Commission”** means the governing body of Alameda CTC, which constitutes the legislative body of Alameda CTC as defined under Section 54952 of the Brown Act. The Commission is referenced as the “Board” in the JPA and certain other documentation to ensure consistency with the historical practice of ACTA, ACTIA, and ACCMA.

3.27 ~~3.24~~ **“Commission Engineer”** means a Staff member holding and maintaining a California Professional Civil Engineer license who is designated by the Executive Director as the Commission Engineer.

3.28 ~~3.25~~ **“Commission Member”** and **“Commissioner”** each mean each of those persons appointed to serve as a member of the Commission pursuant to the JPA.

3.29 ~~3.26~~ **“Conflict of Interest Code”** means the Conflict of Interest Code of the Alameda CTC, as adopted and regularly updated by the Commission pursuant to the provisions of Government Code Section 87300 *et seq.*

3.30 ~~3.27~~ **“Congestion Management Agency”** means the Alameda CTC serving in its role as the County’s Congestion Management Program agency, as designated pursuant to Government Code Section 65089 and the JPA.

3.31 ~~3.28~~ **“Congestion Management Program”** means the program developed and administered by Alameda CTC, as the Congestion Management Agency, ~~as~~ and successor to the ACCMA, in accordance with the provisions of Government Code Section 65089.

3.32 ~~3.29~~ **“County”** means the County of Alameda.

**3.33** ~~3.30~~ **“Elected Official”** means (i) any duly elected and serving official of the legislative body, as defined in Government Code Sections 34000 and 34002, of any City, (ii) any duly elected and serving member of the Board of Supervisors, and (iii) any duly elected and serving official of the legislative body of any Member Transit Agency.

**3.34** ~~3.31~~ **“Executive Director”** means the chief executive officer selected by the Commission to conduct the overall and day-to-day management of the activities of Alameda CTC.

**3.35** ~~3.32~~ **“Expenditure Plan Project”** means a project and/or a program described in one or more of the Expenditure Plans.

**3.36** ~~3.33~~ **“Expenditure Plans”** ~~means~~ mean the 1986 Transportation Expenditure Plan, the 2000 Transportation Expenditure Plan, the 2014 Transportation Expenditure Plan and the VRF Expenditure Plan, collectively.

**3.37** ~~3.34~~ **“Finance and Administration Committee”** or **“FAC”** each mean such Standing Committee as described herein.

**3.38** ~~3.35~~ **“Fiscal Year”** means July 1 to and including the following June 30.

**3.39** ~~3.36~~ **“General Counsel”** or **“Legal Counsel”** means the attorney(s) or law firm(s) acting as general counsel to Alameda CTC.

**3.40** ~~3.37~~ **“Geographic Area”** means the four subareas in the County, consisting of North County (the cities of Alameda, Albany, Berkeley, Emeryville, Piedmont, Oakland and AlamedaPiedmont), Central County (the cities of Hayward and San Leandro and Hayward and the unincorporated areas of Ashland, Castro Valley, San Lorenzo, Ashland and others in the central section of the County), South County (the cities of Union City Fremont, Newark and Fremont Union City), and East County (the cities of Dublin, Livermore, Pleasanton and Livermore and the unincorporated areas of the Livermore Valley).

**3.41** ~~3.38~~ **“Holiday”** means any day observed by Alameda CTC as a holiday, other than a Saturday or Sunday.

**3.42** ~~3.39~~ **“I-580 Express Lane Policy Committee”** or **“I-580 PC”** each mean such standing subcommittee as described herein.

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

3.44 ~~3.40~~ **“Investment Policy”** means any investment policy adopted by the Commission in conformance with applicable law.

3.45 ~~3.41~~ **“JPA”** means the Joint Powers Agreement which created Alameda CTC, dated for reference purposes as of March 25, 2010, as it may subsequently be amended from time to time.

3.46 ~~3.42~~ **“Member Agency”** means each public agency which is a member of Alameda CTC pursuant to the JPA.

3.47 ~~3.43~~ **“Member Transit Agency”** means each transit agency which is a Member Agency.

3.48 ~~3.44~~ **“Metropolitan Transportation Commission”** means the regional transportation planning agency for the San Francisco Bay Area authorized and created by Government Code Sections 66500 *et seq.*

3.49 ~~3.45~~ **“Net Revenues”** means respectively (i) gross revenues derived from imposition of a retail transactions and use tax, less Board of Equalization administrative and other charges, with respect to the 1986 Transportation Expenditure Plan, 2000 Transportation Expenditure Plan and 2000-2014 Transportation Expenditure Plans Plan, or (ii) gross revenues derived from imposition of the VRF, less Department of Motor Vehicles administrative and other charges, with respect to the VRF Expenditure Plan.

3.50 ~~3.46~~ **“Official Acts”** means all substantive actions taken by the Commission, excluding matters which are procedural in nature.

3.51 **“Organizational Meeting”** means the annual regular meeting of the Commission in January at which the Commission elects its chair and vice chair and adopts the meeting schedule for the year.

3.52 **“Paratransit Advisory and Planning Committee” or “PAPCO”** each mean the Advisory Committee which shall advise Alameda CTC and staff on the development and implementation of paratransit programs.

3.53 ~~3.47~~ **“Planning, Policy, and Legislation Committee” and “PPLC”** each mean such Standing Committee as described herein.

3.54 ~~3.48~~ **“Programs and Projects Committee” or “PPC”** each mean such Standing Committee as described herein.

3.55 ~~3.49~~ **“Procurement Policy”** means any policy or policies adopted by the Commission regarding procurement of goods, services and supplies, and hiring of consultants and contractors, as such policy or policies may be amended from time to time. ~~Until such time as the Commission adopts a Procurement Policy, (i) all such procurement and hiring of consultants and contractors related to ACTIA projects, programs and activities shall be governed by the ACTIA Procurement Policy, Local Business Contract Equity Program, and related policies; (ii) all such procurement and hiring of consultants and contractors related to ACCMA~~

~~projects, programs and activities shall be governed by the ACCMA Project Delivery Administration Guide, the ACCMA Small Business Enterprise Policy, the ACCMA Local Business Enterprise Policy and other applicable ACCMA policies.~~

3.56 ~~3.50~~ **“Staff”** means employees of Alameda CTC.

3.57 ~~3.51~~ **“Standing Committee”** means each of the standing subcommittees of the Commission as described herein, consisting of the FAC, the PPLC the PPC, and the I-580 PC.

3.58 ~~3.52~~ **“State”** means the State of California.

3.59 ~~3.53~~ **“Vice Chair”** means the Vice Chair of the Commission, as elected by the Commission.

3.60 ~~3.54~~ **“VRF”** means any vehicle registration fee adopted by the voters of the County pursuant to Government Code Section 65089.20, as codified pursuant to Senate Bill 83 in 2009.

3.61 ~~3.55~~ **“VRF Expenditure Plan”** means the expenditure plan adopted with respect to the VRF, and as it may subsequently be amended from time to time.

3.62 ~~3.56~~ **“Working Day”** means any day other than a Saturday, Sunday or Holiday.

#### ARTICLE 4 POWERS, AUTHORITY AND DUTIES

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

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

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

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

**4.1.4** To establish, update and amend the Annual Budget.

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

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

**4.1.7** To make and enter into contracts.

**4.1.8** To appoint agents.

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

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

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

**4.1.12** To sue and be sued on behalf of Alameda CTC.

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

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

**4.1.15** To review and amend the Administrative Code as necessary.

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

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

**4.1.18** To administer Alameda CTC in furtherance of all the above.

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

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

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

**4.2.3** A majority of the members of the Commission constitutes a quorum for the transaction of business of the Commission, regardless of the percentage of Authorized Vote present at the time.

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

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

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

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

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

**4.2.8.1** To adopt or amend the Congestion Management Program.

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

**4.2.8.3** To approve or reject a deficiency plan.

4.2.8.4 To adopt or amend the Countywide Transportation Plan.

4.2.8.5 To approve federal or state funding programs.

4.2.8.6 To adopt the Annual Budget ~~or to levy fees or charges on~~  
and/or require contributions from any Member Agency.

4.2.9 The election of the Chair and Vice-Chair of the Commission will occur annually at the January Commission meeting, which will serve as the organizational meeting for the Commission, and such elections will be effective immediately. If the Chair or Vice-Chair resigns or is removed from office, the election for Chair or Vice-Chair to serve the remainder of the term shall be held at the next Commission meeting. In choosing the Chair and Vice Chair, Members shall give reasonable consideration to rotating these positions among the Geographic Areas and the transit representatives, among other factors.

4.2.10 At the organization meeting as described above, the Commission shall adopt the schedule of regular meetings of the Commission and the Standing Committees for the upcoming year. The Commission and each Standing Committee may change the date for a regular meeting of such body to another business day if the regular date is a holiday or as otherwise determined by the Commission or such Standing Committee.

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

4.2.12 A majority of the members of an Advisory Committee or Standing Committee constitutes a quorum for the transaction of business of such committee.

4.2.13 The acts of the Standing Committees and Advisory Committees shall be expressed by motion.

**4.3 Compensation of Commission Members and Alternates.** Commission Members or Alternates attending and participating in any meeting of the Commission, a Standing Committee, or any external committee where such Commission Member or Alternate serves as the appointed or designated representative of Alameda CTC pursuant to Section 5.10 of this Administrative Code, shall be compensated at the rate of \$225 for each such meeting, plus travel costs at the per diem rate of \$25. ~~Notwithstanding anything to contrary in the administrative code of ACTIA or ACCMA, no Commission Member or Alternate shall receive any compensation for meetings of ACTIA or ACCMA which are held concurrently with, or immediately before or after, any meeting for which compensation is payable under this Code.~~

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

**4.5 Commission Directions to Staff through Executive Director.** Neither the Commission nor any Commission Member or Alternate shall give orders or directions to any Staff member except by and through the Executive Director. This shall not prohibit the

Commission, Commission Members or Alternates from contacting Staff members for purposes of response or inquiry, to obtain information, or as authorized by the Executive Director.

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

**4.8.1** The Chair shall preside over all meetings of the Commission. In the absence of the Chair, the Vice Chair shall serve as and have the authority of the Chair. In the event of absence of both the Chair and Vice Chair or their inability to act, the members present shall select one of their members to act as Chair Pro Tempore, who, while so acting, shall have the authority of the Chair.

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

**4.8.3** The Chair and Vice Chair shall serve as voting ex-officio members of each Standing Committee.

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

**4.9 Power, Authority and Duty of the Standing Committees.**

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

**4.9.1.1** All members of the Standing Committees shall be Commission Members, and shall be appointed by the Chair after consultation with the Members and solicitation of information regarding each Member's interests. Appointments to the Standing Committees shall occur when a vacancy occurs, or as otherwise needed or desired. Upon the removal or resignation of a Commission Member, such Commission Member shall cease to be a member of any Standing Committee.

**4.9.1.2** Each member of a Standing Committee shall carry one vote.

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

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

**4.9.1.5** Unless specifically stated otherwise, all actions of the Standing Committees are advisory and consist of recommendations to the Commission.

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

**4.9.2** The ~~functions and authority~~ matters within the jurisdiction of the Finance and Administration Committee (FAC) are as follows:

**4.9.2.1** Alameda CTC operations and performance.

**4.9.2.2** Human resources and personnel policies and procedures.

**4.9.2.3** Administrative Code.

**4.9.2.4** Salary and benefits.

**4.9.2.5** Procurement policies and procedures.

**4.9.2.6** Procurement of administrative contracts not delegated to the Executive Director.

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

**4.9.2.8** Bid protests and complaints related to administrative contract procurement.

**4.9.2.9** Annual budget and financial reports.

**4.9.2.10** Investment policy and reports.

**4.9.2.11** Audit reports, financial reporting, internal controls and risk management.

**4.9.2.12** Annual work program.

**4.9.2.13** Other matters as assigned by the Commission or Chair.

**4.9.3** The ~~functions and authority~~ matters within the jurisdiction of the Planning, Policy and Legislation Committee (PPLC) are as follows:

**4.9.3.1** Congestion Management Program (CMP).

**4.9.3.2** Countywide Transportation Plan (CWTP).

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

**4.9.3.4** Transportation and land use planning studies and policies.

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

**4.9.3.6** Amendments to the VRF Expenditure Plan.

**4.9.3.7** Transit oriented development, priority development areas projects and programs.

**4.9.3.8** Annual legislative program.

**4.9.3.9** State and Federal legislative matters.

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

**4.9.3.11** Advisory ~~committees~~ Committees' bylaws, performance and effectiveness.

**4.9.3.12** Procurement of planning contracts not delegated to the Executive Director.

**4.9.3.13** ~~4.9.3.12~~ Other matters as assigned by the Commission or Chair.

**4.9.4** The ~~functions and authority~~ matters within the jurisdiction of the Programs and Projects Committee (PPC) are as follows, subject to the provisions of Section 4.9.5 regarding the functions and authority of the I-580 PC :

**4.9.4.1** Local, state, ACCMA Transportation Improvement Program (TIP), TFCA vehicle registration fee programs, and Expenditure Plan programs and projects.

**4.9.4.2** Local, state and federally funded projects and funding programs.

4.9.4.3 Annual Strategic Plan for programs and projects.

4.9.4.4 Funding requests from project sponsors and other eligible recipients.

4.9.4.5 Paratransit services programs and projects.

4.9.4.6 Bicycle and pedestrian projects and programs.

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

4.9.4.8 Eminent domain proceedings, subject to the provisions of Section 4.1.9, pursuant to which resolutions of necessity shall be heard by the Commission without prior Standing Committee review.

4.9.4.9 Environmental evaluations.

4.9.4.10 ~~Contract procurement for specific~~ Procurement of engineering and construction contracts not delegated to the Executive Director.

4.9.4.11 Good faith efforts policies and procedures.

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

4.9.4.13 Other matters as assigned by the Commission or Chair.

4.9.5 ~~The functions and authority matters within the jurisdiction of the I-580 Express Lane Policy Committee (I-580 PC) are as follows:~~

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

4.9.5.2 Consider staff recommendations regarding I-580 Express Lane projects, and forward such recommendations for Commission action.

4.9.5.3 Local, state and federal funding for I-580 Express Lane projects.

4.9.5.4 Annual Funding Plan for I-580 Express Lane Projects.

4.9.5.5 Funding allocations to the I-580 Express Lane Projects.

4.9.5.6 Eminent domain proceedings for I-580 Express Lane Projects, subject to provision of Section ~~4.1.194.1.9~~, pursuant to which resolutions of necessity shall be heard by the Commission without prior Standing Committee review.

4.9.5.7 Environmental evaluations for I-580 Express Lane projects.

4.9.5.8 ~~Contract procurement for~~ Procurement of specific engineering and construction contracts for I-580 Express Lane projects not ~~delegation~~ delegated to the Executive Director.

4.9.5.9 Good faith efforts policies and procedures for I-580 Express Lane projects.

4.9.5.10 Bid protests and complaints regarding engineering and construction contract procurement for I-580 Express Lane projects.

4.9.5.11 Other matters as assigned by Commission or Chair.

## ARTICLE 5 ADVISORY AND EXTERNAL COMMITTEES

~~5.1 Continuanee of Existing Advisory Committees. All ACTIA and ACCMA advisory committees in existence as of the first adoption of this Code shall continue in their current form and purpose until and unless the Commission determines otherwise.~~

~~5.2 Citizens Watchdog Committee. The Citizens Watchdog Committee defined in and required by the 2000 Expenditure Plan shall continue to have all duties and obligations as described therein with respect to the 2000 Expenditure Plan, and shall have the membership required thereby.~~

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

~~5.2~~ 5.3 Alameda County Transportation Advisory Committee. ACTAC Alameda County Transportation Advisory Committee. The Alameda County Transportation Advisory Committee (ACTAC) shall be composed of staff representatives from the planning and public works departments (where applicable), from each of the following: Alameda CTC, each City, the County, each Member Transit Agency, the Livermore Amador Valley Transit Agency, the Port of Oakland, the Metropolitan Transportation Commission, the Association of Bay Area Governments, and Caltrans. ACTAC may form subcommittees as necessary. The Executive Director or his/her designee shall preside over the meetings of the ACTAC.

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

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

**5.5** **Paratransit Advisory and Planning Committee.** The PAPCO, as originally created by ACTIA and continued by Alameda CTC, 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. The PAPCO shall have the membership composition as established by the Commission from time to time, and shall have the specific role(s) set by the Commission and Alameda CTC staff from time to time.

**5.6** **5.4 Other Advisory Committees.** The Commission shall establish and appoint such ~~advisory committees~~ Advisory Committees as it deems necessary, and as may be required by the Expenditure Plans or applicable statutes.

**5.7** **5.5 Compensation of Advisory Committee Members and Alternates.** Any person appointed as a member or alternate to, and participating as a voting representative at a meeting of, any Advisory Committee shall be compensated at the rate of \$50 for each such meeting. Notwithstanding the foregoing, no compensation shall be payable hereunder to any representative of ACTAC.

**5.8** **5.6 Geographic Area Meetings.** Meetings of representatives (including Commission Members, Alternates and ACTAC members) from a Geographic Area may be called on an as-needed basis by the Chair, the Executive Director, or by two or more Commission Members from a Geographic Area. Such meetings are intended to provide an opportunity to discuss matters of common interest and to advise the Commission on matters affecting the Geographic Area.

**5.9** **5.7 Staff Support.** The Executive Director shall designate one or more Staff members to aid each ~~advisory committee~~ Advisory Committee in its work.

**5.10** **5.8 Representation on External Committees and Agencies.** The Chair or the Commission may designate either Commission Members, Alternates, or members of Staff, as may be deemed appropriate, to serve as the designated representative(s) of Alameda CTC on any outside committees or agencies. Such representative(s) shall make a good faith effort to represent the position of the Commission on any matter on which the Commission has taken an official position or has otherwise taken formal action. Such appointments shall include provisions for the designation of alternates and of term of the appointment where appropriate.



# Memorandum

6.8

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

**DATE:** May 21, 2015

**SUBJECT:** 2016 State Transportation Improvement Program (STIP): Development Schedule and Principles

**RECOMMENDATION:** Approve the 2016 STIP Development Schedule and Principles.

## Summary

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources administered by the California Transportation Commission (CTC). The overall process for the development of the STIP begins with the development of the STIP Fund Estimate. The STIP Fund Estimate serves as the basis for determining the county shares for the STIP and the amounts available for programming each fiscal year during the five-year STIP period. Typically, any new STIP programming capacity is made available in the last two years of the five year STIP period. The 2016 STIP will cover fiscal years 2016-17 to 2020-21 with 2019-20 and 2020-21 being the two new fiscal years added in the 2016 STIP cycle.

Staff is requesting Commission approval of the programming schedule and principles by which the Alameda County share of the 2016 STIP will be programmed.

## Discussion

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. Senate Bill 45 (SB 45) was signed into law in 1996 and had significant impacts on the regional transportation planning and programming process. The statute delegated major funding decisions to local level and allows the Alameda CTC to have a more active role in selecting and programming transportation projects to be funded with the Alameda County share of each STIP cycle. SB 45 changed the transportation funding structure; modified the transportation programming cycle, program components, and expenditure priorities.

The STIP is composed of two sub-elements: 75 percent of the STIP funds going towards the Regional Transportation Improvement Program (RTIP) and 25 percent going to the Interregional Transportation Improvement Program (ITIP).

The Alameda CTC adopts and forwards a proposed program of RTIP projects to the Metropolitan Transportation Commission (MTC) for each STIP cycle. As the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area, the MTC is responsible for developing the regional priorities for the RTIP. The MTC approves the region's RTIP and submits it to the California Transportation Commission (CTC) for inclusion in the STIP.

The California Department of Transportation (Caltrans) is responsible for developing the ITIP. Alameda CTC coordinates with Caltrans District 4 and the MTC to identify potential projects to be included in the ITIP.

The overall process for the development of the STIP begins with the development of the STIP Fund Estimate. The STIP Fund Estimate serves as the basis for determining the county shares for the STIP and the amounts available for programming each fiscal year during the five-year STIP period. Typically, the county shares represent the amount of new STIP funding made available in the last two years of a given STIP period.

Historically, the amount of funding available to Alameda County in a given STIP cycle has varied from highs in the \$200 million range to \$0. The Alameda County shares for the last three STIP cycles have ranged from \$10 to \$35 million (Attachment A).

The 2016 STIP Fund Estimate will establish the basis by which the Alameda County Share for the 2016 STIP is determined. The Alameda County share represents the amount of new programming capacity that will be available for Alameda County projects in the 2016 STIP cycle. The CTC is scheduled to approve the final assumptions for the 2016 STIP Fund Estimate in May 2015, the draft Fund Estimate in June 2015 and a final Fund Estimate in August 2015.

The MTC region's STIP proposal (i.e. the RTIP) is due to the CTC in December 2015. Correspondingly, the counties' proposals are due to the MTC in late October 2015. The 2016 STIP Development Schedule (Attachment B) assumes the Alameda CTC Board will approve Alameda County's 2016 RTIP in October 2015.

As in past STIP cycles, the CTC and MTC are not scheduled to adopt the final STIP policies until late summer. The development of the Alameda County RTIP proposal will have to be closely coordinated with the statewide and regional development of the 2016 STIP policies. The CTC schedule calls for adoption of the 2016 STIP in April 2016.

Staff is requesting Commission approval of the programming schedule and principles by which the Alameda County share of the 2016 STIP will be programmed (Attachment C). The proposed principles for developing the 2016 RTIP Project List include consideration of previously approved STIP commitments. A number of commitments related to the programming of Alameda County STIP shares have been approved beginning with funds programmed in the 2008 STIP cycle. These commitments include MTC Resolution 3434 projects and funds required to payback Measure B advances for project development work on Proposition 1B Infrastructure Bond funded projects. Local funds committed to the I-Bond project development work helped leverage and deliver approximately \$500 million of state funded projects.



Some of the previous STIP commitments have been fulfilled, and some remain for consideration in the upcoming 2016 STIP cycle. The summary attached to the proposed principles provides a status of the previously approved STIP commitments. It is anticipated that the previously approved STIP commitments, or portions of those commitments, may be fulfilled by the programming of funds other than STIP funds in the context of the proposed uniform approach to programming all sources of transportation funding available through the Alameda CTC.

The proposed principles for the development of the 2016 STIP are intended to be consistent with the Comprehensive Investment Plan (CIP) process being employed by the Alameda CTC to improve the connection between the planning and programming of transportation funding in Alameda County. The 2016 STIP development cycle will run concurrently with the Countywide Transportation Plan (CTP) Update and CIP processes. The principles for the 2016 STIP development are intended to reflect the goals and objectives established by the policy framework and the CTP/CIP process. The project selection criteria is intended to provide a measure of the degree to which a proposed project, or other activity intended to be funded by funding programmed by the Alameda CTC, achieves or advances the goals and objectives described in the Countywide Transportation Plan.

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

#### **Staff Contacts**

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

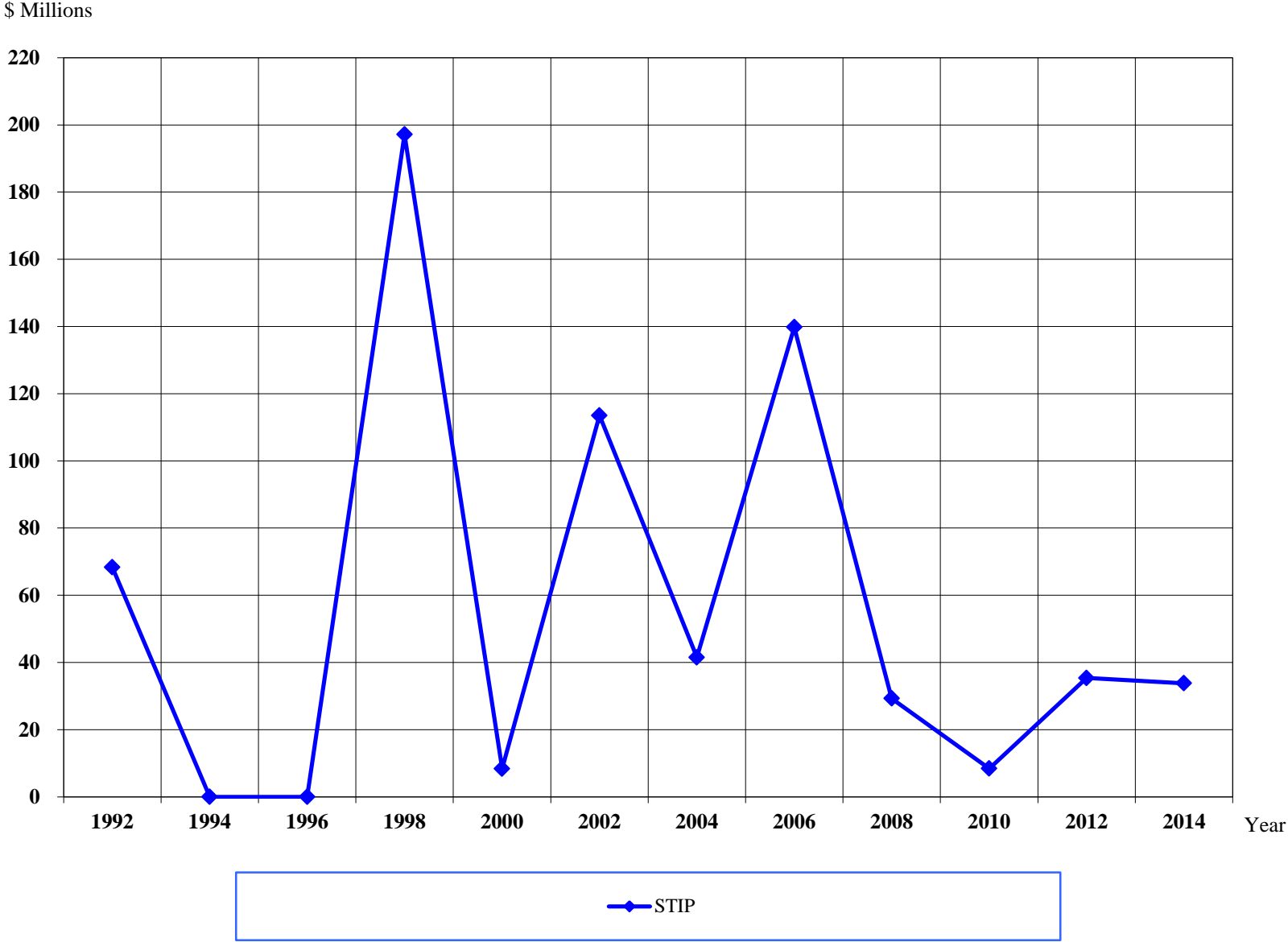
[Vivek Bhat](#), Senior Transportation Engineer

#### **Attachments:**

- A. Alameda CTC Historic STIP Programming Levels
- B. Draft 2016 STIP Development Schedule
- C. Draft Principles for the Development of the 2016 STIP Project List

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### ALAMEDA CTC HISTORIC STIP PROGRAMMING LEVELS



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## Attachment B

### Draft 2016 STIP Development Schedule

Alameda CTC Activity	Date	MTC/ CTC Activity
<ul style="list-style-type: none"> <li>• Approve 2016 STIP Schedule</li> <li>• Alameda CTC Approve 2016 STIP Principles</li> </ul>	May 2015	<ul style="list-style-type: none"> <li>• CTC Approve Final Fund Estimate Assumptions</li> </ul>
	June 2015	<ul style="list-style-type: none"> <li>• CTC Releases Draft Fund Estimate</li> <li>• CTC Releases Draft STIP Guidelines</li> </ul>
	July 2015	<ul style="list-style-type: none"> <li>• MTC Reviews Draft RTIP Policies</li> </ul>
	August 2015	<ul style="list-style-type: none"> <li>• CTC Approves Fund Estimate</li> <li>• CTC Adopts STIP Guidelines</li> </ul>
<ul style="list-style-type: none"> <li>• Draft RTIP Proposal to Alameda CTC Commission</li> </ul>	September 2015	<ul style="list-style-type: none"> <li>• MTC Approves Final RTIP Policies</li> </ul>
<ul style="list-style-type: none"> <li>• Final RTIP Proposal to Alameda CTC Committees and Commission</li> </ul>	October 2015	
	November 2015	<ul style="list-style-type: none"> <li>• MTC Approves RTIP</li> </ul>
	December 2015	<ul style="list-style-type: none"> <li>• RTIP due to CTC</li> </ul>
	April 2016	<ul style="list-style-type: none"> <li>• CTC Adopts 2016 STIP</li> </ul>

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## Attachment C

### Draft Principles for the Development of the 2016 STIP Project List

- All sponsors of currently programmed STIP projects will be required to provide updated project information related to the project definition, status, schedule, cost and funding, and intended benefits.
- It is anticipated that any new funding programmed in the 2016 STIP will be made available in Fiscal Years 2019-20 and 2020-21.
- Any project submitted for funding must be consistent with the Countywide Transportation Plan and satisfy all requirements for programming into the STIP.
- Projects recommended for STIP programming must demonstrate readiness to meet applicable programming, allocation and delivery deadlines associated with STIP programming.
- Consideration of the following are proposed for the prioritization required for the development of the 2016 STIP project list:
  - ◆ The principles and objectives set forth in the “Policy Framework for Planning, Programming and Monitoring” adopted by the Alameda CTC to improve the connection between the planning and programming related to transportation funding in Alameda County;
  - ◆ Previous commitments for STIP programming approved by the Alameda CTC (as described in the attached Table A);
  - ◆ The degree to which a proposed project, or other activity intended to be funded by transportation funding programmed by the Alameda CTC, achieves or advances the goals and objectives included in the Countywide Transportation Plan; and
  - ◆ Maintaining a balance of projects in various phases of project delivery with viable project implementation strategies based on project-specific information provided by applicants related to the following aspects of project delivery:
    - The current phase of project delivery, i.e. planning/scoping, preliminary engineering/environmental, design, right of way, or construction;
    - The status of environmental clearance;
    - The project cost/funding plan by phase;
    - The potential for phasing of initial segment(s) which are fully-funded and provide independent benefit; and
    - Potential impediments, i.e. risks, to successful project implementation in accordance with the proposed project delivery schedule.

<b>Table A: Summary of Previously Adopted Alameda County STIP-RIP Remaining Commitments</b>			
<b>Project</b>	<b>Commitment Amount (\$ x 1,000)</b>	<b>Remaining Commitment Amount (\$ x 1,000)</b>	<b>Notes</b>
Alameda County I-Bond Projects	8,000	0	<ul style="list-style-type: none"> <li>• \$8M approved by Alameda CTC July 2012.</li> <li>• Prioritized programming included in previous ACCMA Board actions</li> <li>• \$8M fulfilled in STIP 2014</li> </ul>
Route 24 Corridor – Caldecott Settlement Projects	8,000	2,000	<ul style="list-style-type: none"> <li>• \$2M fulfilled in STIP 2008</li> <li>• \$2M fulfilled in STIP 2010</li> <li>• \$2M fulfilled in STIP 2014</li> </ul>
AC Transit Bus Rapid Transit Project	40,000	13,125	<ul style="list-style-type: none"> <li>• \$40M included with Resolution 08-018 Dec. 2008</li> <li>• \$23.125 remaining per Revised Reso 14-007</li> <li>• \$10 million available from Measure BB</li> </ul>
I-880 Broadway/Jackson Interchange	3,000	500	<ul style="list-style-type: none"> <li>• \$3M included with Resolution 08-018 Dec. 2008</li> <li>• \$2.5M fulfilled in 2012 STIP</li> </ul>
I-880 Corridor Project	1,900	900	<ul style="list-style-type: none"> <li>• \$1.9M included with Resolution 08-018 Dec. 2008</li> <li>• \$1M fulfilled in 2012 STIP</li> </ul>





# Memorandum

6.9

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** May 21, 2015

**SUBJECT:** I-680 Southbound Express Lane Operations (PN 950.0) – 2000 Measure B Funding Allocation, Terminate Agreement No. A08-001 and Execute New Professional Services Agreement with Electronic Transaction Consultants Corporation

**RECOMMENDATION:** Approve and authorize the Executive Director to:

- 1) Allocate \$4,500,000 of 2000 Measure B funds to the project;
- 2) Terminate Agreement No. A08-001 with Electronic Transaction Consultants Corporation on June 30, 2015; and
- 3) Execute a new Agreement with Electronic Transaction Consultants Corporation for Operations and Maintenance, and Capital Improvement services for a not-to-exceed amount of \$3,100,000, subject to I-680 Sunol Smart Carpool Lane Joint Powers Authority approval of FY 2015-16 Operating Budget.

## Summary

The Southbound I-680 Express Lane Project ("Project") opened to traffic in September 2010. The Alameda CTC, as the managing agency of the I-680 Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA) accepted the final systems for electronic toll system/system integration on April 30, 2012. The Project has since moved into the operation and maintenance phase. The fiscal year (FY) 2015-16 will be the fourth year when the toll funds will support a significant portion of the Project's operating expenses, while part of the operating expenses and all of the capital improvements will be subsidized by Project grant funds (2000 Measure B). This staff report describes the need to allocate the remaining \$4,500,000 of programmed 2000 Measure B funds to the project, terminate the current agreement and enter into a new agreement that supports improved technology and operations of the express lane.

## Background

The 2000 Transportation Expenditure Plan includes \$19,697,000 of Measure B funds programmed for the Project. Allocation of remaining \$4,500,000 of the programmed Measure B funds is necessary to support the capital improvements and continued maintenance and operation of the toll facility, included in Action 3 below.

In 2008, Alameda CTC (formerly ACCMA) retained Electronic Transaction Consultants Corporation (ETCC) to provide electronic toll system (ETS)/system integration services, including planning, design, and development/installation of software and hardware to implement toll system for the Project. In addition to the services listed, the consultant service Agreement (A08-001) included 1-year warranty period services and three 1-year optional maintenance services for the facility operation. The Project's ETS design, development and installation were funded by a mixture of federal, state and local funds. Federal and state funds were expended prior to the final system acceptance (on April 30, 2012, as listed above) and closed out by summer 2012.

Due to the unique elements of the technology infrastructure associated with the Express Lanes Project it is customary in the toll industry to assume that the software and the associated integration of the hardware are proprietary to a toll operator (ETCC) and are considered specialty products, customized to incorporate the agency's toll policies and business rules.

Since the Project opened to traffic in September 2010, ETCC, as the agency's toll operator, has been providing field operations and maintenance (O&M) support services that include field preventive and routine maintenance services for the ETS equipment, back office technical support for hardware and software, and software licensing to operate the express lane. Per the direction of the Sunol JPA, the I-680 Southbound express lane will be modified to incorporate the same tolling equipment as planned for the I-580 express lanes to ensure consistency in express lane technology and use by commuters. Due to the new elements, it is recommended that the existing contract be terminated and a new one entered into with the same vendor to ensure seamless continuity for O&M services while the new elements are added to the corridor.

The following describes the history of the agreements and the new elements that will be added to the contract: Since its inception, the Agreement (A08-001) was amended twice, in May 2013 and June 2014 to include scope and budget for continued O&M services. In the June 2014 amendment, the Program and Projects Committee (PPC) approved scope and budget for two fiscal year (FYs 2014-15 and 2015-16) O&M services, and extended the term of the Agreement to June 30, 2016, contingent upon Sunol JPA's approval of its annual operating budget. Since the three year optional operations services have concluded and all non-local fund sources have been expended, staff recommends termination of the existing agreement (A08-001) by June 30, 2015 (one year ahead of the Agreement expiration date) and transfer the remaining O&M scope of services and associated local funding to a new professional services agreement with ETCC for O&M services in FY 2015-16 in order to continue the administration of toll facility operations.

Procuring these necessary O&M services through a standard contracting methods is not recommended, as it would entail budget, schedule and operational impacts associated with having an overlap in services by service providers (vendors), hardware non-

compatibility issues between the vendors, and development of new software and associated timeline for completion, which is expected to take over a year to incorporate project toll policies and business rules.

The proposed new professional services agreement with ETCC will continue to provide the necessary O&M support services that include preventative and routine maintenance services for the electronic toll equipment, back office technical support for hardware and software, and software licensing to operate the express lane. In addition, the services will include necessary capital improvements for ensuring consistency with the I-580 Express Lanes, and a new Disaster Recovery infrastructure. This new Disaster Recovery infrastructure services will support recovery of traffic and revenue data, in the event of any natural disaster, and eventually be leveraged to support a common platform for both the I-580 and I-680 Express Lanes,

The proposed capital improvement modifications would include the necessary modifications for trip building based on toll transponder read with FasTrak flex (also known as switchable) transponder and license plate reads. The scope of services will include the design, development, testing and implementation of an image capture review system (ICRS) that will use these images as part of a trip building process, when no transponder is read at the toll gantries, consistent with the implementation of the I-580 Express Lanes. The image-based trip will be processed to possibly charge a toll when a matching account (an account matched with the license plate number) is found, or process a toll violation when no matching account is found. This will be similar to the toll policies, business rules, processes, and procedures for the I-580 Express Lanes. This ICRS process is expected to curtail toll violation and reduce revenue leakage. In addition to developing an ICRS, the capital improvement scope includes procurement of additional hardware, modification of existing hardware, software, installation, integration and testing of toll system; and interface with Bay Area Toll Authority Regional Customer Service Center for toll collection and customer services.

Contract Status	Work Description	Initial Amendment Value	Contract Total
Original Contract (A08-001) December 2008	Provide system integrator phase services, including development of the toll system and installation & commissioning of toll equipment	\$7,364,219	\$7,364,219
Amendment No. 1 May 2013	Supplement budget to provide O&M services for 1-year (FY 2013/14)	\$200,000	\$7,564,219
Amendment No. 2 June 2014	Provide O&M services for 2 years (FYs 2014-15 & 2015-16)	\$1,800,000	\$9,364,219
<i>Subject to approval of Action 1, listed below</i>		<\$1,000,000> <sup>(2)</sup>	\$8,364,219 <sup>(1)</sup>

Contract Status	Work Description	Proposed Budget	Proposed Contract Total
Proposed New Agreement May 2015	Provide O&M services for 1-year (FY 2015-16)	\$1,000,000 <sup>(2)</sup>	\$3,100,000
	Capital Improvement	\$2,100,000 <sup>(3)</sup>	
<b>Total Proposed Not to Exceed Amount</b>			<b>\$3,100,000</b>

(1) Agreement A08-001 value at early termination

(2) \$1 million was included in the approved Amendment No. 2, proposed to be moved to the new Agreement, contingent upon approval of Sunol JPA's FY 2015-16 Operating Budget

(3) Contingent upon approval of Sunol JPA's FY 2015-16 Capital Budget

Continued ETCC staff services are necessary for field maintenance, back office, and remote support for the dynamic pricing application. The new professional services agreement with ETCC will: 1) Provide contract service for one year, from July 1, 2015 to June 30, 2016, and, 2) include compensation for its O&M services and Capital Improvement in FY 2015-16, for a total not-to-exceed amount of \$3,100,000. Compensation for these services is subject to the approval of the FY 2015-16 Sunol JPA Operating Budget.

*Action 1:*

Allocate \$4,500,000 of 2000 Measure B funds, made available for encumbrance and subsequent expenditure

*Action 2:*

Authorize the Executive Director to terminate the Agreement (A08-001) a year earlier than currently stipulated in the Agreement, and move the scope and approved budget to a new agreement, as listed in Action 3, below

*Action 3:*

Authorize the Executive Director to execute a new professional services Agreement with ETCC to provide services associated for O&M and capital improvements for consistent operation with the I-580 Express Lanes, subject to approval of Action 1, listed above.

**Fiscal Impact:**

*Action 1:* This action will encumber \$4,500,000 in Measure B funds for subsequent expenditure.

*Action 2:* There is no fiscal impact by this action.

*Action 3:* The action will encumber \$3,100,000 of Project grant and toll revenue funds for subsequent expenditure in FY 2015-16, subject to approval of Sunol JPA's FY2015-16 Operating Budget.

## Staff Contact

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

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

[Arun Goel](#), Express Lane Operations

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# Memorandum

6.10

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

**DATE:** May 21, 2015

**SUBJECT:** Measure B and Measure BB Sales Tax Budget Update for FY2014-15

**RECOMMENDATION:** Approve the following sales tax budget updates for FY2014-15:

- Revised the Measure B sales tax revenue budget for FY2014-15 to \$132.5 million and increase the corresponding direct local distribution expenditures based on the formulas established in the 2000 transportation expenditure plan, and
- Measure BB sales tax revenue budget for FY2014-15 of \$30.0 million and direct local distribution expenditures based on the formulas established in the 2014 transportation expenditure plan, \$0.35 million for special revenue project expenditures and capital project expenditures totaling \$0.95 million.

## Summary

It is recommended that the Commission approve:

- An increase to the Alameda CTC's Measure B sales tax revenue budget for FY2014-15 from the currently adopted amount of \$127.5 million to \$132.5 million for an increase of \$5.0 million and an increase in the corresponding direct local distribution expenditures based on the formulas established in the 2000 transportation expenditure plan, and
- A Measure BB sales tax revenue budget for FY2014-15 of \$30.0 million and the corresponding direct local distribution expenditures based on the formulas established in the 2014 transportation expenditure plan which are projected to be \$14,600,838, \$350,000 for special revenue project expenditures and capital project expenditures totaling \$950,000.

## Background

The proposed Measure B revenue increase is 3.9 percent higher than the currently adopted budget. Based on receipts to date, sales tax revenues have out-performed the original projection in the budget by 4.5 percent. Overall receipts in the 1<sup>st</sup> and 2<sup>nd</sup> quarters of the fiscal year were higher than budget by about 5.2 percent. The receipts received over the last couple of months are estimates until the 3<sup>rd</sup> quarter adjustment to "true up" the amounts received to date is received in June. This revised projection exceeds last fiscal year's

historical peak actual collection level of \$127.1 million. This revised sales tax projection will be included as a budget adjustment to the FY2014-15 budget, increasing projected revenues by \$5.0 million and the corresponding direct local distribution budgeted expenditures based on the formulas established in the 2000 transportation expenditure plan.

Measure BB sales tax revenues are projected to be \$30.0 million for FY2014-15. The Registrar of Voters costs incurred for the election of \$1.3 million will come off the top of that amount leaving \$28.7 million for allocation to the various funds with direct local distributions occurring from the Special Revenue Fund automatically as outlined in the 2014 transportation expenditure plan. In addition, the Measure BB budget authorizes \$0.35 million of special revenue project expenditures and \$0.95 million of capital project expenditures in FY2014-15 which were included in the Comprehensive Investment Plan (CIP) approved by the Commission in March. Including special revenue project and capital project expenditures in the FY2014-15 budget is intended to encourage implementing agencies of capital projects eligible for Measure BB funding as outlined in the CIP to begin scoping work and develop deliverables on their projects as soon as possible (see Measure BB chart below).

**Measure BB  
FY2014-15 Proposed Budget**

	<b>General Fund</b>	<b>Special Revenue Fund</b>	<b>Capital Projects Fund</b>	<b>Total</b>
<b>Beginning Fund Balance</b>	\$0	\$0	\$0	\$0
<b>Revenues</b>				
Sales Tax Revenues	2,458,784	17,896,282	9,644,934	30,000,000
<b>Expenditures</b>				
Election Costs	1,311,234			1,311,234
Direction Local Distributions		14,600,838		14,600,838
Special Revenue Projects		350,000		350,000
Capital Projects			950,000	950,000
<b>Total Expenditures</b>	1,311,234	14,950,838	950,000	17,212,072
<b>Net Change in Fund Balance</b>	1,147,550	2,945,444	8,694,934	12,787,928
<b>Ending Fund Balance</b>	<u>\$1,147,550</u>	<u>\$2,945,444</u>	<u>\$8,694,934</u>	<u>\$12,787,928</u>



## **Fiscal Impact**

The proposed revision to Alameda CTC's FY2014-15 Measure B sales tax revenue budget will provide additional resources of \$5.0 million and authorize the corresponding direct local distribution expenditures based on the formulas established in the transportation expenditure plan.

The FY2014-15 Measure BB proposed budget will provide \$30.0 million of revenues and authorize \$17.2 million of expenditures for a Measure BB ending fund balance of \$12.8 million.

## **Staff Contact**

[Patricia Reavey](#), Director of Finance

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# Memorandum

6.11

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

**DATE:** May 21, 2015

**SUBJECT:** Resolution Authorizing the Executive Director to Examine Measure BB Transaction (Sales) and Use Tax Records

**RECOMMENDATION:** Adopt a resolution authorizing the Executive Director to Examine Measure BB Transaction (Sales) and Use Tax Records.

## Summary

The adoption of a resolution authorizing the Executive Director to examine Measure BB transaction (sales) and use tax records will allow the Executive Director, or his designee, to request and receive detailed confidential information monthly on the specific transactions which account for the amount of sales tax dollars received in relation to Measure BB sales tax collections on a monthly basis.

## Background

The California State Board of Equalization (BOE) requires that the Commission adopt a resolution authorizing the Executive Director, or his designee, to examine Measure BB transaction (sales) and use tax records before they will release confidential information regarding Measure BB transaction (sales) and use tax records to the Executive Director, or his designee.

## Fiscal Impact

There is no fiscal impact.

## Attachments

- A. A Resolution Authorizing the Examination of Transactions (Sales) and Use Tax Records

## Staff Contact

[Patricia Reavey](#), Director of Finance and Administration

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ALAMEDA COUNTY TRANSPORTATION COMMISSION  
RESOLUTION 15-018

**A Resolution Authorizing the Examination of  
Transactions (Sales) and Use Tax Records**

**Commission Chair**  
Supervisor Scott Haggerty, District 1

**Commission Vice Chair**  
Councilmember Rebecca Kaplan,  
City of Oakland

**AC Transit**  
Director Elsa Ortiz

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

**BART**  
Director Thomas Blalock

**City of Alameda**  
Mayor Trish Spencer

**City of Albany**  
Vice Mayor Peter Maas

**City of Berkeley**  
Councilmember Laurie Capitelli

**City of Dublin**  
Mayor David Haubert

**City of Emeryville**  
Mayor Ruth Atkin

**City of Fremont**  
Mayor Bill Harrison

**City of Hayward**  
Mayor Barbara Halliday

**City of Livermore**  
Mayor John Marchand

**City of Newark**  
Councilmember Luis Freitas

**City of Oakland**  
Vice Mayor Larry Reid

**City of Piedmont**  
Mayor Margaret Fujjoka

**City of Pleasanton**  
Mayor Jerry Thorne

**City of San Leandro**  
Mayor Pauline Cutter

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

**Executive Director**  
Arthur L. Dao

WHEREAS, pursuant to Ordinance No. 2014-1 of the Alameda County Transportation Commission hereinafter called District and Section 7270 of the Revenue and Taxation Code, the District entered into a contract with the State Board of Equalization to perform all functions incident to the administration and operation of the Transactions and Use Tax Ordinance; and

WHEREAS, the District deems it desirable and necessary for authorized representatives of the District to examine confidential transactions and use tax records of the State Board of Equalization pertaining to transactions and use taxes collected by the Board for the District pursuant to that contract; and

WHEREAS, Section 7056 of the Revenue and Taxation Code sets forth certain requirements and conditions for the disclosure of Board of Equalization records and establishes criminal penalties for the unlawful disclosure of information contained in or derived from, the transactions and use tax records of the Board;

NOW, THEREFORE IT IS RESOLVED AND ORDERED AS FOLLOWS:

Section 1. That the Executive Director or other officer or employee of the District designated in writing by the Executive Director to the State Board of Equalization (hereafter referred to as Board) is hereby appointed to represent the District with authority to examine transactions and use tax records of the Board pertaining to transactions and use taxes collected for the District by the Board pursuant to the contract between the District and the Board. The information obtained by examination of Board records shall be used only for purposes related to the collection of the District's transactions and use taxes by the Board pursuant to the contract.

BE IT FURTHER RESOLVED that the information obtained by examination of Board records shall be used only for purposes related to the collection of District's transactions and use taxes by the Board pursuant to the contracts between the District and Board.

Introduced, approved and adopted this 28th day of May, 2015.

AYES:

NOES:

ABSTAIN:

ABSENT:

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Scott Haggerty  
Chair, Alameda CTC

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Vanessa Lee  
Clerk of the Commission



# Memorandum

6.12

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

**DATE:** May 21, 2015

**SUBJECT:** Alameda CTC FY2014-15 Third Quarter Investment Report

**RECOMMENDATION:** Approve the Alameda CTC FY2014-15 Third Quarter Investment Report

## Summary

The Quarterly Investment Report (Attachment A) provides balance and average return on investment information for all cash and investments held by the Alameda CTC as of March 31, 2015. The report also shows balances as of June 30, 2014 for comparison purposes. The *Portfolio Review for Quarter Ending March 31, 2015* (Attachment B) prepared by GenSpring Family Offices provides a review and outlook of current market conditions, an investment strategy to maximize return without compromising safety and liquidity, and an overview of the strategy used to develop the bond proceeds portfolio. Alameda CTC investments are in compliance with the adopted investment policy as of March 31, 2015. Alameda CTC has sufficient cash flow to meet expenditure requirements over the next six months.

## Activity

The following are key highlights of cash and investment information as of March 31, 2015:

- As of March 31, 2015, total cash and investments held by the Alameda CTC was \$339.3 million with bond proceeds accounting for \$41.7 million or 12.3% of the total.
- The ACTA investment balance decreased \$0.6 million or 0.5% from the prior year-end balance due to capital projects expenditures. The ACTIA investment balance decreased \$50.3 million or 21.8% also due to capital project expenditures. The ACCMA investment balance decreased \$1.9 million or 5.0% primarily due to an increase in reimbursable project expenditures which had not yet been recovered as of March 31, 2015.
- Investment yields have increased slightly with the average return on investments for the third quarter at 0.30% compared to the prior year's average return of 0.24%. Return on investments were projected for the FY2014-15 budget year at varying rates ranging from 0.3% - 0.5% depending on investment type.

## **Fiscal Impact**

There is no fiscal impact.

## **Attachments**

- A. Consolidated Investment Report as of March 31, 2015
- B. Portfolio Review for Quarter Ending March 31, 2015 (provided by GenSpring Family Offices)
- C. Fixed Income Portfolio and CDARS Investment Statements as of March 31, 2015

## **Staff Contact**

[Patricia Reavey](#), Director of Finance

[Lily Balinton](#), Accounting Manager



Alameda CTC  
Consolidated Investment Report  
As of March 31, 2015

ACTA	Un-Audited		Interest Earned			FY 2013-2014		
	Investment Balance	Interest earned	As of March 31, 2015			Investment Balance June 30, 2014	Interest earned FY 2013-2014	
			Approx. ROI	Budget	Difference			
Bank Accounts	\$ 4,674,056	\$ 3,915	0.11%			\$ 454,248	6	
State Treasurer Pool (LAIF) <sup>(4)</sup>	17,925,861	73,795	0.55%			38,053,968	105,048	
Investment Advisor <sup>(1) (4)</sup>	91,379,242	235,411	0.34%			76,075,126	329,264	
Loan to ACCMA	10,000,000	-	-			10,000,000	-	
<b>ACTA Total</b>	<b>\$ 123,979,159</b>	<b>\$ 313,121</b>	<b>0.34%</b>	<b>\$ 326,250</b>	<b>\$ (13,129)</b>	<b>\$ 124,583,342</b>	<b>\$ 434,317</b>	
<i>Approx. ROI</i>							<i>0.35%</i>	
ACTIA	Un-Audited		Interest Earned			FY 2013-2014		
	Investment Balance	Interest earned	As of March 31, 2015			Investment Balance June 30, 2014	Interest earned FY 2013-2014	
			Approx. ROI	Budget	Difference			
Bank Accounts	\$ 30,499,621	\$ 8,910	0.04%			\$ 6,352,690	\$ 175	
State Treasurer Pool (LAIF) <sup>(4)</sup>	19,269,045	79,993	0.55%			49,937,806	97,936	
Investment Advisor <sup>(1) (4)</sup>	84,912,289	127,741	0.20%			57,357,303	84,785	
2014 Series A Bond Project Fund	26,926,800	76,358	0.38%			96,414,733	45,733	
2014 Series A Bond Interest Fund	14,770,112	77,033	0.70%			20,283,310	32,586	
Project Deferred Revenue <sup>(2)</sup>	3,702,815	8,413	0.30%			-	-	
<b>ACTIA Total</b>	<b>\$ 180,080,681</b>	<b>\$ 378,447</b>	<b>0.28%</b>	<b>\$ 322,500</b>	<b>\$ 55,947</b>	<b>\$ 230,345,842</b>	<b>\$ 261,215</b>	
<i>Approx. ROI</i>							<i>0.18%</i>	
ACCMA	Un-Audited		Interest Earned			FY 2013-2014		
	Investment Balance	Interest earned	As of March 31, 2015			Investment Balance June 30, 2014	Interest earned FY 2013-2014	
			Approx. ROI	Budget	Difference			
Bank Accounts	\$ 8,954,502	\$ 4,546	0.07%			\$ 2,582,126	\$ -	
State Treasurer Pool (LAIF) <sup>(4)</sup>	19,766,500	45,620	0.31%			29,059,283	45,312	
Project Deferred Revenue <sup>(3)</sup>	16,506,074	32,412	0.26%			15,439,924	35,606	
Loan from ACTA	(10,000,000)	-	-			(10,000,000)	-	
<b>ACCMA Total</b>	<b>\$ 35,227,075</b>	<b>\$ 82,578</b>	<b>0.31%</b>	<b>\$ -</b>	<b>\$ 82,578</b>	<b>\$ 37,081,333</b>	<b>\$ 80,918</b>	
<i>Approx. ROI</i>							<i>0.22%</i>	
<b>Alameda CTC TOTAL</b>	<b>\$ 339,286,915</b>	<b>\$ 774,145</b>	<b>0.30%</b>	<b>\$ 648,750</b>	<b>\$ 125,395</b>	<b>\$ 392,010,517</b>	<b>\$ 776,450</b>	

## Notes:

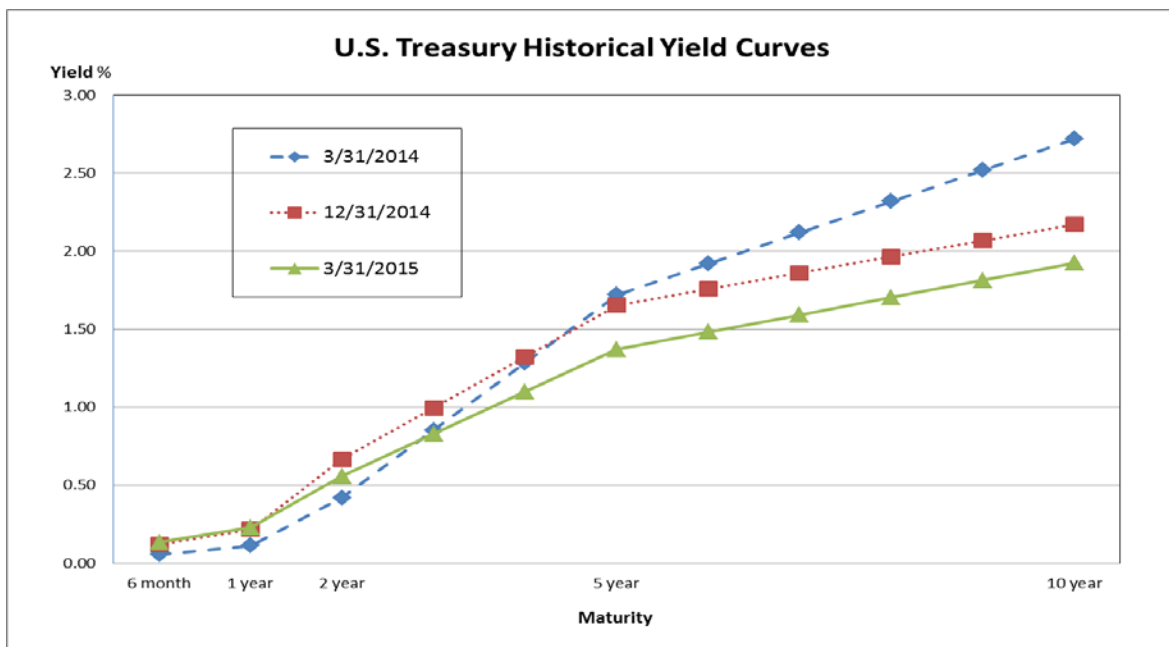
- (1) See attachments for detail of investment holdings managed by Investment Advisor.
- (2) Project funds in deferred revenue are invested in LAIF with interest accruing back to the respective fund which includes TVTC funds.
- (3) Project funds in deferred revenue are invested in LAIF with interest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

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***Alameda County Transportation Commission  
Portfolio Review for the Quarter Ending  
March 31, 2015***

**Fixed Income Market Review and Outlook**

Short-term interest rates were unchanged to modestly lower over the first quarter of 2015 as a combination of a stronger dollar, lower oil prices, softening global economic figures and geopolitical issues drove investors to seek the safe haven of U.S. Government debt. Through all the recent noise and turmoil, however, the one consistent factor has been a relatively healthy economy with an improving labor market here in the United States. Historically, this would have led to rising interest rates. Today, global factors dominate.



Source: Bloomberg Finance L.P.

The recent strength in employment will be particularly important in determining the future direction of short-term interest rates. If the labor situation continues to improve at its current pace, many economic pundits forecast the Federal Reserve could begin to raise the level of short-term interest rate as soon as June of this year. Even under a modest growth scenario we think it is likely the Fed will begin to hike interest rates by the end of this year.

There are too many variables and too many unknowns at present to have a strong opinion on where interest rates will end this year. What is clear is that the Federal Reserve will be the ultimate driver of short-term rates. We know from recent testimony by Janet Yellen in front of Congress that the Fed has no plans to raise rates before June. We also know the Fed pays particular attention to the amount of slack in the labor markets and expectations for inflation. Along with general health of our economy, the price of oil and the relative strength or weakness of the U.S. dollar will be important factors in shaping the Fed's expectations. While we may not know where things will eventually end up, we have plenty to watch to help us decide the way.

### **Strategy**

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

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

For the time being, we are recommending any surplus cash flows from maturing issues be rolled over into LAIF. As opportunities present themselves we will be strategically placing investments where we believe they can provide a higher return than LAIF. Such an opportunity presented itself in early March on the back of a very strong employment report. We were able to take advantage of the opportunity to the benefit of the portfolios.

As of the end of the quarter, the consolidated Alameda CTC ACTA/ACTIA portfolio consisted of 60.5% US Government Agency securities, 15.6% US Treasury securities, 19.9% High Grade Corporate Bonds, 0% Certificates of Deposit, 3.8% Commercial Paper and 0.2% of cash and cash equivalents.

### **Compliance with Investment Policy Statement**

For the quarter ending March 31, 2015, the Alameda CTC portfolio was in compliance with the adopted investment policy statement.

### **Budget Impact**

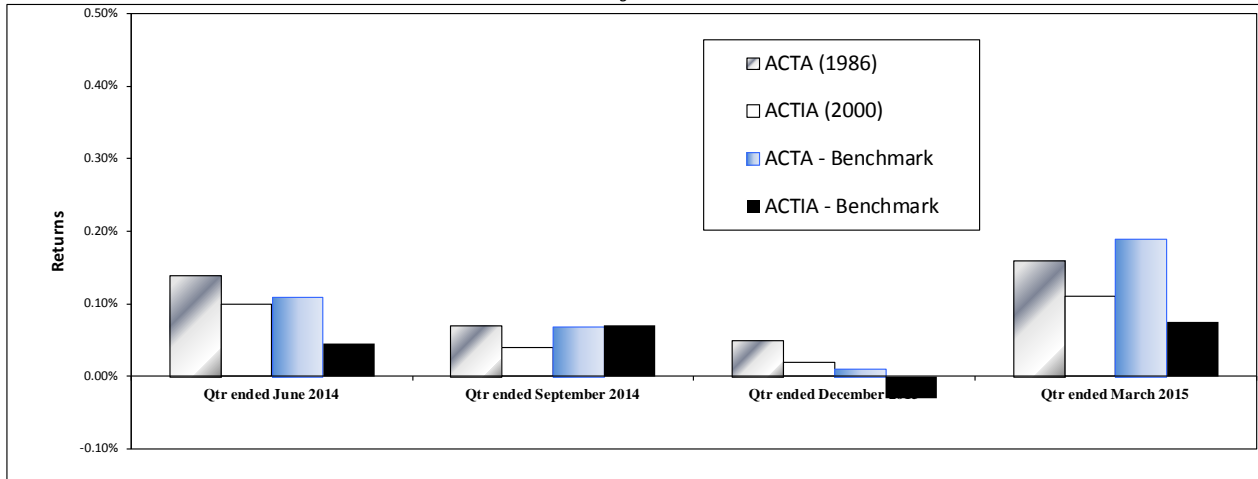
The portfolio's performance is reported on a total economic return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses) but does not include the deduction of management fees. For the quarter ending March 31, the ACTA (1986 Measure B) portfolio returned **0.16%**. This compares to the benchmark return of **0.19%**. For the quarter ending March 31, the ACTIA (2000 Measure B) portfolio returned **0.12%**. This compares to the benchmark return of **0.07%**. The exhibit below shows the performance of the Alameda CTC's portfolios relative to their respective benchmarks.

The portfolio's yield to maturity, the return the portfolio will earn in the future if all securities are held to maturity, is also reported. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending March 31, the ACTA (1986 Measure B) portfolio's yield to maturity or call was **0.37%**. The benchmark's yield to maturity was **0.28%**. For the quarter ending March 31, the ACTIA (2000 Measure B) portfolio's yield to maturity or call was **0.31%**. The benchmark's yield to maturity was **0.17%**.

# Alameda CTC

## Quarterly Review - Account vs. Benchmark

Rolling 4 Quarters



Trailing 12 Months	Apr-14	May-14	Jun-14	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Trailing 12 Months
<b>MONTHLY PERFORMANCE DATA</b>													
Alameda ACTA (1986)	-0.02%	0.08%	0.06%	0.00%	0.06%	0.01%	0.06%	0.07%	-0.08%	0.11%	-0.01%	0.06%	0.40%
Alameda ACTIA (2000)	0.02%	0.04%	0.05%	0.00%	0.04%	0.00%	0.02%	0.05%	-0.05%	0.08%	0.01%	0.03%	0.29%
Benchmark - ACTA <sup>1</sup>	-0.01%	0.06%	0.06%	-0.01%	0.07%	0.00%	0.08%	0.04%	-0.11%	0.19%	-0.07%	0.07%	0.37%
Benchmark - ACTIA <sup>2</sup>	0.02%	0.03%	0.01%	0.01%	0.04%	0.02%	0.01%	0.01%	-0.04%	0.07%	-0.01%	0.01%	0.18%

Note: This data contains performance prior to July 1, 2014 which was generated by SunTrust Bank. From July 1, 2014 performance was generated by GenSpring Family Offices. Past performance is not an indication of future results. Performance is presented prior to the deduction of investment management fees.

<sup>1</sup> ACTA Benchmark is a customized benchmark comprised of 25% ML 1 -3 year Tsy index, 25% ML 6mo. Tsy index and 50% ML 1 year Tsy index

<sup>2</sup> ACTIA Benchmark is currently a customized benchmark comprised of 50% ML 6mo. Tsy index and 50% ML 1 year Tsy index. Prior to March 1, 2014 the Benchmark was comprised of 100% ML 6mo. Tsy index

## **Bond Proceeds Portfolios**

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

As of March 31, 2015, \$82,069,809.77 had been distributed from the Project Fund and \$5,653,838.75 had been distributed from the Interest Fund. The quarter end values of the Interest and Project Funds, including unrealized gains and losses, were \$14,832,584.06 and \$26,998,747.10, respectively.

The portfolios were invested by buying allowable high grade fixed income securities whose maturities matched the anticipated cash outlays. As of March 31, 2015 the average life of the cash flows for the Interest Fund was roughly **1.4** years while the average life of the cash flows of the Project Fund was anticipated to be approximately **2.0** months.

One way to measure the anticipated return of the portfolios is their *yield to maturity*. This is the return the portfolio will earn in the future if all securities are held to maturity. This calculation is based on the current market value of the portfolio. For the quarter ending March 31, the Interest Fund portfolio's yield to maturity was **0.50%** and the Project Fund portfolio's yield to maturity was **0.27%**. By comparison, an investment in a U.S. Treasury note of comparable average maturity at the end of the quarter would yield **0.40%** and **0.02%** respectively.

Another method of measuring the portfolio's yield to maturity is the yield of the portfolio at cost. This calculation is based on the value of the portfolio at cost and does not include any unrealized gains or losses as part of its computation. As of the end of the quarter the Interest Fund portfolio's rate of return on investments, at cost, was **0.64%** and the Project Fund portfolio's rate of return on investments, at cost, was **0.18%**. Over time, as the shorter-term securities roll off and the higher yielding longer-term securities remain, the yield of the portfolio at original cost may rise.

For the quarter ending March 31, 2015, the Alameda CTC Series 2014 Bonds Interest Fund and Project Fund portfolios were invested in compliance with the Bond Indenture dated February 1, 2014.

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**FIXED INCOME PORTFOLIO**  
**Alameda County Transportation Commission**  
**ACTA 1986 Measure B**  
**Account # N001**  
**March 31, 2015**

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
<b>CASH</b>													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				102,078.85		102,078.85		102,078.85	0.11		0.0
<b>CORPORATE BONDS</b>													
3,500,000.0000	94974bfe5	WELLS FARGO CO MTN BE 1.500% Due 07-01-15	A2	A+	101.28	3,544,660.00	100.26	3,509,205.00	13,125.00	3,522,330.00	3.92	0.44	0.3
500,000.0000	931142ct8	WAL-MART STORES INC 2.250% Due 07-08-15	AA2	AA	101.11	505,565.00	100.50	502,498.00	2,593.75	505,091.75	0.56	0.39	0.3
3,500,000.0000	46623ejr1	J P MORGAN CHASE & CO MTN BE 1.100% Due 10-15-15	A3	A	100.03	3,500,875.00	100.25	3,508,837.50	17,752.78	3,526,590.28	3.92	0.63	0.5
3,500,000.0000	36962g4t8	GENERAL ELEC CAP CORP MTN BE 2.250% Due 11-09-15	A1	AA+	102.62	3,591,700.00	101.04	3,536,372.00	31,062.50	3,567,434.50	3.95	0.53	0.6
1,000,000.0000	437076ap7	HOME DEPOT INC 5.400% Due 03-01-16	A2	A	106.61	1,066,080.00	104.40	1,043,950.00	4,500.00	1,048,450.00	1.17	0.58	0.9
1,600,000.0000	06406hcg2	BANK NEW YORK MTN BK ENT 0.700% Due 03-04-16	A1	A+	99.83	1,597,200.00	100.16	1,602,531.20	840.00	1,603,371.20	1.79	0.53	0.9
900,000.0000	064159bv7	BANK OF NOVA SCOTIA 0.950% Due 03-15-16	AA2	A+	100.21	901,854.00	100.43	903,897.00	380.00	904,277.00	1.01	0.49	1.0
800,000.0000	713448bt4	PEPSICO INC 2.500% Due 05-10-16	A1	A-	103.03	824,232.00	102.05	816,384.80	7,833.33	824,218.13	0.91	0.64	1.1
3,000,000.0000	91159hhd5	U S BANCORP MTNS BK ENT 1.650% Due 05-15-17	A1	A+	101.52	3,045,480.00	101.37	3,041,166.00	18,700.00	3,059,866.00	3.40	0.99	2.1
						18,577,646.00		18,464,841.50	96,787.36	18,561,628.86	20.64	0.61	0.8
<b>COMMERCIAL PAPER</b>													
3,500,000.0000	89233hss4	TOYOTA MOTOR CREDIT CORP COML PAPER 0.000% Due 05-26-15	P-1	A-1+	99.87	3,495,529.72	99.98	3,499,300.00	0.00	3,499,300.00	3.91	0.13	0.2
<b>GOVERNMENT BONDS</b>													
500,000.0000	313384dz9	FEDL HOME LOAN BK CONS DISC NT 0.000% Due 04-06-15	AAA	AA+	99.99	499,937.67	100.00	499,997.50	0.00	499,997.50	0.56	0.03	0.0
3,500,000.0000	313396gy3	FEDL HOME LN MTG CORP DISC NT 0.000% Due 06-16-15	AAA	AA+	99.92	3,497,107.64	99.99	3,499,548.50	0.00	3,499,548.50	3.91	0.06	0.2
9,500,000.0000	313588gz2	FEDERAL NATL MTG ASSN DISC NT 0.000% Due 06-17-15	AAA	AA+	99.91	9,491,175.56	99.99	9,498,765.00	0.00	9,498,765.00	10.62	0.06	0.2
2,000,000.0000	3130a0pe4	FEDERAL HOME LOAN BANKS 0.260% Due 07-23-15	AAA	AA+	100.06	2,001,280.00	100.03	2,000,634.00	982.22	2,001,616.22	2.24	0.16	0.3
1,500,000.0000	313384jv2	FEDL HOME LOAN BK CONS DISC NT 0.000% Due 07-31-15	AAA	AA+	99.90	1,498,559.16	99.98	1,499,647.50	0.00	1,499,647.50	1.68	0.07	0.3
700,000.0000	3135g0nv1	FEDERAL NATL MTG ASSN 0.500% Due 09-28-15	AAA	AA+	100.40	702,814.00	100.14	700,981.40	29.17	701,010.57	0.78	0.21	0.5
5,000,000.0000	313396ph0	FEDL HOME LN MTG CORP DISC NT 0.000% Due 11-16-15	AAA	AA+	99.82	4,990,878.47	99.89	4,994,435.00	0.00	4,994,435.00	5.58	0.18	0.6
3,000,000.0000	912828b41	UNITED STATES TREAS NTS 0.375% Due 01-31-16	AAA	AA+	100.15	3,004,570.32	100.13	3,003,750.00	1,864.64	3,005,614.64	3.36	0.23	0.8
11,000,000.0000	912828uw8	UNITED STATES TREAS NTS 0.250% Due 04-15-16	AAA	AA+	99.56	10,951,875.00	99.95	10,993,983.00	12,692.31	11,006,675.31	12.29	0.30	1.0
3,000,000.0000	912828vc1	UNITED STATES TREAS NTS 0.250% Due 05-15-16	AAA	AA+	99.70	2,990,859.36	99.91	2,997,423.00	2,838.40	3,000,261.40	3.35	0.33	1.1

**FIXED INCOME PORTFOLIO**  
*Alameda County Transportation Commission*  
**ACTA 1986 Measure B**  
**Account # N001**  
*March 31, 2015*

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
675,000.0000	3133834r9	FEDERAL HOME LOAN BANKS 0.375% Due 06-24-16	AAA	AA+	99.69	672,934.50	99.94	674,628.08	682.03	675,310.11	0.75	0.42	1.2
25,000,000.0000	3130a2t97	FEDERAL HOME LOAN BANKS 0.500% Due 09-28-16	AAA	AA+	99.93	24,982,250.00	100.00	25,000,925.00	1,041.67	25,001,966.67	27.95	0.50	1.5
2,000,000.0000	3137eadc0	FEDERAL HOME LN MTG CORP 1.000% Due 03-08-17	AAA	AA+	100.62	2,012,340.00	100.71	2,014,200.00	1,277.78	2,015,477.78	2.25	0.63	1.9
						67,296,581.68		67,378,917.97	21,408.21	67,400,326.19	75.33	0.31	1.0
<b>TOTAL PORTFOLIO</b>						<b>89,471,836.25</b>		<b>89,445,138.33</b>	<b>118,195.57</b>	<b>89,563,333.90</b>	<b>100.00</b>	<b>0.37</b>	<b>0.9</b>

**FIXED INCOME PORTFOLIO**  
**Alameda County Transportation Commission**  
**ACTIA 2000 Measure B**  
**Account # N001UNBI**  
**March 31, 2015**

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
<b>CASH</b>													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				162,048.04		162,048.04		162,048.04	0.20		0.0
<b>CORPORATE BONDS</b>													
2,500,000.0000	94974bfe5	WELLS FARGO CO MTN BE 1.500% Due 07-01-15	A2	A+	101.27	2,531,750.00	100.26	2,506,575.00	9,375.00	2,515,950.00	3.02	0.44	0.3
2,400,000.0000	36962g5z3	GENERAL ELEC CAP CORP MTN BE 1.625% Due 07-02-15	A1	AA+	101.44	2,434,488.00	100.30	2,407,281.60	9,641.67	2,416,923.27	2.90	0.42	0.3
2,230,000.0000	931142ct8	WAL-MART STORES INC 2.250% Due 07-08-15	AA2	AA	101.11	2,254,819.90	100.50	2,241,141.08	11,568.13	2,252,709.21	2.70	0.39	0.3
1,000,000.0000	17275rac6	CISCO SYS INC 5.500% Due 02-22-16	A1	AA-	106.60	1,066,000.00	104.39	1,043,850.00	5,958.33	1,049,808.33	1.26	0.56	0.9
2,000,000.0000	437076ap7	HOME DEPOT INC 5.400% Due 03-01-16	A2	A	106.61	2,132,160.00	104.40	2,087,900.00	9,000.00	2,096,900.00	2.52	0.58	0.9
2,500,000.0000	46625hhx1	JPMORGAN CHASE & CO 3.450% Due 03-01-16	A3	A	103.73	2,593,300.00	102.27	2,556,725.00	7,187.50	2,563,912.50	3.08	0.95	0.9
825,000.0000	05531faf0	BB&T CORPORATION 3.950% Due 04-29-16	A2	A-	104.92	865,617.50	103.52	854,060.63	13,759.17	867,819.79	1.03	0.66	1.0
1,000,000.0000	459200h18	INTERNATIONAL BUSINESS MACHS 0.450% Due 05-06-16	AA3	AA-	100.07	1,000,664.00	99.96	999,578.00	1,812.50	1,001,390.50	1.21	0.49	1.1
1,000,000.0000	166764ac4	CHEVRON CORP NEW 0.889% Due 06-24-16	AA1	AA	100.50	1,005,000.00	100.45	1,004,496.00	2,395.36	1,006,891.36	1.21	0.52	1.2
						15,883,799.40		15,701,607.31	70,697.65	15,772,304.96	18.93	0.56	0.6
<b>COMMERCIAL PAPER</b>													
3,000,000.000	89233hvk5	TOYOTA MOTOR CREDIT CORP COML PAPER 0.000% Due 10-19-15	P-1	A-1+	99.79	2,993,837.49	99.84	2,995,200.00	0.00	2,995,200.00	3.61	0.29	0.6
<b>GOVERNMENT BONDS</b>													
1,000,000.0000	313588ej0	FEDERAL NATL MTG ASSN DISC NT 0.000% Due 04-15-15	AAA	AA+	99.92	999,211.67	100.00	999,986.00	0.00	999,986.00	1.21	0.03	0.0
1,000,000.0000	3137eadd8	FEDERAL HOME LN MTG CORP 0.500% Due 04-17-15	AAA	AA+	100.36	1,003,600.00	100.02	1,000,188.00	2,277.78	1,002,465.78	1.21	0.07	0.0
3,000,000.0000	313312fv7	FEDL FARM CRED BK CONS DISC NT 0.000% Due 05-20-15	AAA	AA+	99.95	2,998,569.17	99.99	2,999,829.00	0.00	2,999,829.00	3.62	0.04	0.1
1,500,000.0000	3130a2av8	FEDERAL HOME LOAN BANKS 0.125% Due 06-04-15	AAA	AA+	99.99	1,499,865.00	99.99	1,499,832.00	609.38	1,500,441.38	1.81	0.19	0.2
2,500,000.0000	313588gz2	FEDERAL NATL MTG ASSN DISC NT 0.000% Due 06-17-15	AAA	AA+	99.91	2,497,677.78	99.99	2,499,675.00	0.00	2,499,675.00	3.01	0.06	0.2
3,500,000.0000	3130a0pe4	FEDERAL HOME LOAN BANKS 0.260% Due 07-23-15	AAA	AA+	100.06	3,502,240.00	100.03	3,501,109.50	1,718.89	3,502,828.39	4.22	0.16	0.3
5,500,000.0000	313588jy2	FEDERAL NATL MTG ASSN DISC NT 0.000% Due 08-03-15	AAA	AA+	99.93	5,496,186.69	99.97	5,498,218.00	0.00	5,498,218.00	6.63	0.09	0.3
5,500,000.0000	313396lp6	FEDL HOME LN MTG CORP DISC NT 0.000% Due 09-11-15	AAA	AA+	99.87	5,492,760.63	99.94	5,496,760.50	0.00	5,496,760.50	6.63	0.13	0.5
5,500,000.0000	313371nw2	FEDERAL HOME LOAN BANKS 1.375% Due 12-11-15	AAA	AA+	100.91	5,549,940.00	100.79	5,543,180.50	23,107.64	5,566,288.14	6.68	0.24	0.7
10,000,000.0000	912828uw8	UNITED STATES TREAS NTS 0.250% Due 04-15-16	AAA	AA+	99.57	9,957,048.00	99.95	9,994,530.00	11,538.46	10,006,068.46	12.05	0.30	1.0

**FIXED INCOME PORTFOLIO**  
*Alameda County Transportation Commission*  
**ACTIA 2000 Measure B**  
**Account # N001UNBI**  
 March 31, 2015

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
25,000,000.0000	3137eadq9	FEDERAL HOME LN MTG CORP 0.500% Due 05-13-16	AAA	AA+	100.11	25,027,500.00	100.13	25,031,725.00	47,916.67	25,079,641.67	30.19	0.39	1.1
						64,024,598.94		64,065,033.50	87,168.81	64,152,202.31	77.26	0.26	0.8
<b>TOTAL PORTFOLIO</b>						<b>83,064,283.87</b>		<b>82,923,888.85</b>	<b>157,866.46</b>	<b>83,081,755.31</b>	<b>100.00</b>	<b>0.31</b>	<b>0.7</b>

**FIXED INCOME PORTFOLIO**  
**Alameda County Transportation Commission**  
**Project Fund**  
**Account # N001UNB3**  
 March 31, 2015

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
<b>CASH</b>													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				1,422,824.57		1,422,824.57		1,422,824.57	5.28		0.0
<b>CORPORATE BONDS</b>													
4,000,000.0000	94974beu0	WELLS FARGO CO MTN BE 3.625% Due 04-15-15	A2	A+	103.58	4,143,280.00	100.08	4,003,352.00	66,861.11	4,070,213.11	14.87	1.35	0.0
<b>COMMERCIAL PAPER</b>													
2,000,000.000	36959jtb9	GENERAL ELEC CAP CORP COML PAPER 0.000% Due 06-11-15	P-1	A-1+	99.88	1,997,687.22	99.96	1,999,200.00	0.00	1,999,200.00	7.42	0.20	0.2
<b>GOVERNMENT BONDS</b>													
7,500,000.0000	313384dz9	FEDL HOME LOAN BK CONS DISC NT 0.000% Due 04-06-15	AAA	AA+	99.99	7,499,065.00	100.00	7,499,962.50	0.00	7,499,962.50	27.85	0.03	0.0
4,000,000.0000	313588gz2	FEDERAL NATL MTG ASSN DISC NT 0.000% Due 06-17-15	AAA	AA+	99.91	3,996,284.44	99.99	3,999,480.00	0.00	3,999,480.00	14.85	0.06	0.2
8,000,000.0000	912828vn7	UNITED STATES TREAS NTS 0.250% Due 07-31-15	AAA	AA+	100.08	8,006,562.50	100.05	8,003,752.00	3,314.92	8,007,066.92	29.72	0.11	0.3
						19,501,911.94		19,503,194.50	3,314.92	19,506,509.42	72.43	0.07	0.2
<b>TOTAL PORTFOLIO</b>						<b>27,065,703.73</b>		<b>26,928,571.07</b>	<b>70,176.03</b>	<b>26,998,747.10</b>	<b>100.00</b>	<b>0.27</b>	<b>0.2</b>

**FIXED INCOME PORTFOLIO**  
**Alameda County Transportation Commission**  
**Interest Fund**  
**Account # N001UNB2**  
**March 31, 2015**

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
<b>CASH</b>													
	61747c70s	MORGAN STANLEY GOVERNMENT INST				260,973.36		260,973.36		260,973.36	1.76		0.0
<b>CORPORATE BONDS</b>													
1,000,000.0000	713448ca4	PEPSICO INC 0.700% Due 08-13-15	A1	A-	100.48	1,004,800.00	100.18	1,001,769.00	933.33	1,002,702.33	6.76	0.22	0.4
950,000.0000	17275rac6	CISCO SYS INC 5.500% Due 02-22-16	A1	AA-	109.62	1,041,409.00	104.39	991,657.50	5,660.42	997,317.92	6.70	0.56	0.9
1,000,000.0000	084664bx8	BERKSHIRE HATHAWAY FIN CORP 0.950% Due 08-15-16	AA2	AA	100.76	1,007,570.00	100.45	1,004,468.00	1,213.89	1,005,681.89	6.78	0.62	1.4
1,000,000.0000	69353reg1	PNC BK N A PITTSBURGH PA 1.125% Due 01-27-17	A2	A	100.06	1,000,550.00	100.34	1,003,365.00	2,000.00	1,005,365.00	6.77	0.94	1.8
950,000.0000	478160aq7	JOHNSON & JOHNSON 5.550% Due 08-15-17	AAA	AAA	115.02	1,092,709.00	110.93	1,053,806.50	6,737.08	1,060,543.58	7.12	0.88	2.2
						5,147,038.00		5,055,066.00	16,544.72	5,071,610.72	34.13	0.65	1.3
<b>GOVERNMENT BONDS</b>													
1,800,000.0000	912828vu1	UNITED STATES TREAS NTS 0.375% Due 08-31-15	AAA	AA+	100.21	1,803,796.88	100.11	1,801,969.20	586.96	1,802,556.16	12.17	0.11	0.4
1,800,000.0000	912828b82	UNITED STATES TREAS NTS 0.250% Due 02-29-16	AAA	AA+	99.82	1,796,695.31	99.99	1,799,859.60	391.30	1,800,250.90	12.15	0.26	0.9
1,800,000.0000	912828vr8	UNITED STATES TREAS NTS 0.625% Due 08-15-16	AAA	AA+	100.15	1,802,671.88	100.30	1,805,344.20	1,398.48	1,806,742.68	12.19	0.41	1.4
1,800,000.0000	912828b74	UNITED STATES TREAS NTS 0.625% Due 02-15-17	AAA	AA+	99.75	1,795,429.67	100.16	1,802,953.80	1,398.48	1,804,352.28	12.17	0.54	1.9
1,540,000.0000	912828tm2	UNITED STATES TREAS NTS 0.625% Due 08-31-17	AAA	AA+	98.58	1,518,163.28	99.82	1,537,232.62	836.96	1,538,069.58	10.38	0.70	2.4
750,000.0000	912828ur9	UNITED STATES TREAS NTS 0.750% Due 02-28-18	AAA	AA+	98.00	734,970.70	99.67	747,539.25	489.13	748,028.38	5.05	0.86	2.9
						9,451,727.72		9,494,898.67	5,101.31	9,499,999.98	64.11	0.43	1.5
<b>TOTAL PORTFOLIO</b>						<b>14,859,739.08</b>		<b>14,810,938.03</b>	<b>21,646.03</b>	<b>14,832,584.06</b>	<b>100.00</b>	<b>0.50</b>	<b>1.4</b>

ALAMEDA COUNTY TRANSPORTATION COMMISSION  
1986 MEASURE B  
ATTN: LILY BALINTON  
1111 BROADWAY, SUITE 800  
OAKLAND, CA 94607

Subject: CDARS® Customer Statement

Legal Account Title: ALAMEDA COUNTY TRANSPORTATION COMMISSION  
1986 MEASURE B

Below is a summary of your certificate(s) of deposit, which we are holding for you as your custodian. These certificate(s) of deposit have been issued through CDARS by one or more FDIC-insured depository institutions. Should you have any questions, please contact us at **510-723-5855**, send an email to [privatebanking@fremontbank.com](mailto:privatebanking@fremontbank.com), or visit our website at <http://www.fremontbank.com/>.

**Summary of Accounts Reflecting Placements Through CDARS**

<b>Account ID</b>	<b>Effective Date</b>	<b>Maturity Date</b>	<b>Interest Rate</b>	<b>Opening Balance</b>	<b>Ending Balance</b>
1016779551	06/26/14	06/23/16	0.55%	\$2,005,703.78	\$2,005,703.78
<b>TOTAL</b>				<b>\$2,005,703.78</b>	<b>\$2,005,703.78</b>

**ACCOUNT OVERVIEW**

**Account ID:** 1016779551  
**Product Name:** 2-YEAR PUBLIC FUND CD  
**Interest Rate:** 0.55%  
**Account Balance:** \$2,005,703.78

**Effective Date:** 06/26/14  
**Maturity Date:** 06/23/16  
**YTD Interest Paid:** \$0.00  
**Interest Accrued:** \$2,721.72  
**Int Earned Since Last Stmt:** \$937.86

The Annual Percentage Yield Earned is 0.55%.

**CD Issued by BB&T**

YTD Interest Paid:	\$0.00	02/28/15	OPENING BALANCE	\$233,664.49
Interest Accrued:	\$317.08	03/31/15	ENDING BALANCE	\$233,664.49
Int Earned Since Last Stmt:	\$109.26			

**CD Issued by East West Bank**

YTD Interest Paid:	\$0.00	02/28/15	OPENING BALANCE	\$233,664.49
Interest Accrued:	\$317.08	03/31/15	ENDING BALANCE	\$233,664.49
Int Earned Since Last Stmt:	\$109.26			

**CD Issued by EverBank**

YTD Interest Paid:	\$0.00	02/28/15	OPENING BALANCE	\$233,664.49
Interest Accrued:	\$317.08	03/31/15	ENDING BALANCE	\$233,664.49
Int Earned Since Last Stmt:	\$109.26			

**CD Issued by Grandpoint Bank**

YTD Interest Paid:	\$0.00	02/28/15	OPENING BALANCE	\$161,289.32
Interest Accrued:	\$218.87	03/31/15	ENDING BALANCE	\$161,289.32
Int Earned Since Last Stmt:	\$75.42			

**CD Issued by Mutual of Omaha Bank**

YTD Interest Paid:	\$0.00	02/28/15	OPENING BALANCE	\$233,664.49
Interest Accrued:	\$317.08	03/31/15	ENDING BALANCE	\$233,664.49
Int Earned Since Last Stmt:	\$109.26			

**CD Issued by The Park National Bank**

YTD Interest Paid:	\$0.00	02/28/15	OPENING BALANCE	\$208,763.03
Interest Accrued:	\$283.29	03/31/15	ENDING BALANCE	\$208,763.03
Int Earned Since Last Stmt:	\$97.62			

**CD Issued by Wallis State Bank**

YTD Interest Paid:	\$0.00	02/28/15	OPENING BALANCE	\$233,664.49
Interest Accrued:	\$317.08	03/31/15	ENDING BALANCE	\$233,664.49
Int Earned Since Last Stmt:	\$109.26			

**CD Issued by Western Alliance Bank**

YTD Interest Paid:	\$0.00	02/28/15	OPENING BALANCE	\$233,664.49
Interest Accrued:	\$317.08	03/31/15	ENDING BALANCE	\$233,664.49
Int Earned Since Last Stmt:	\$109.26			

**CD Issued by WesBanco Bank, Inc.**

YTD Interest Paid:	\$0.00	02/28/15	OPENING BALANCE	\$233,664.49
Interest Accrued:	\$317.08	03/31/15	ENDING BALANCE	\$233,664.49
Int Earned Since Last Stmt:	\$109.26			

Thank you for your business.



ALAMEDA COUNTY TRANSPORTATION COMMISSION  
2000 MEASURE B  
ATTN: LILY BALINTON  
1111 BROADWAY, SUITE 800  
OAKLAND, CA 94607

Subject: CDARS® Customer Statement

Legal Account Title: ALAMEDA COUNTY TRANSPORTATION COMMISSION  
2000 MEASURE B

Below is a summary of your certificate(s) of deposit, which we are holding for you as your custodian. These certificate(s) of deposit have been issued through CDARS by one or more FDIC-insured depository institutions. Should you have any questions, please contact us at **510-723-5855**, send an email to [privatebanking@fremontbank.com](mailto:privatebanking@fremontbank.com), or visit our website at <http://www.fremontbank.com/>.

**Summary of Accounts Reflecting Placements Through CDARS**

<b>Account ID</b>	<b>Effective Date</b>	<b>Maturity Date</b>	<b>Interest Rate</b>	<b>Opening Balance</b>	<b>Ending Balance</b>
1016779683	06/26/14	06/25/15	0.55%	\$2,000,000.00	\$2,000,000.00
<b>TOTAL</b>				<b>\$2,000,000.00</b>	<b>\$2,000,000.00</b>

**ACCOUNT OVERVIEW**

**Account ID:** 1016779683  
**Product Name:** 52-WEEK PUBLIC FUND CD  
**Interest Rate:** 0.55%  
**Account Balance:** \$2,000,000.00

**Effective Date:** 06/26/14  
**Maturity Date:** 06/25/15  
**YTD Interest Paid:** \$0.00  
**Interest Accrued:** \$8,425.54  
**Int Earned Since Last Stmt:** \$937.91

The Annual Percentage Yield Earned is 0.55%.

**CD Issued by Bank 7**

<b>YTD Interest Paid:</b>	\$0.00	<b>02/28/15</b>	<b>OPENING BALANCE</b>	<b>\$52,000.00</b>
<b>Interest Accrued:</b>	\$219.06	<b>03/31/15</b>	<b>ENDING BALANCE</b>	<b>\$52,000.00</b>
<b>Int Earned Since Last Stmt:</b>	\$24.39			

**CD Issued by First Independence Bank**

<b>YTD Interest Paid:</b>	\$0.00	<b>02/28/15</b>	<b>OPENING BALANCE</b>	<b>\$243,500.00</b>
<b>Interest Accrued:</b>	\$1,025.81	<b>03/31/15</b>	<b>ENDING BALANCE</b>	<b>\$243,500.00</b>
<b>Int Earned Since Last Stmt:</b>	\$114.19			

**CD Issued by John Marshall Bank**

<b>YTD Interest Paid:</b>	\$0.00	<b>02/28/15</b>	<b>OPENING BALANCE</b>	<b>\$243,500.00</b>
<b>Interest Accrued:</b>	\$1,025.81	<b>03/31/15</b>	<b>ENDING BALANCE</b>	<b>\$243,500.00</b>
<b>Int Earned Since Last Stmt:</b>	\$114.19			

**CD Issued by RepublicBankAz, N.A.**

<b>YTD Interest Paid:</b>	\$0.00	<b>02/28/15</b>	<b>OPENING BALANCE</b>	<b>\$243,500.00</b>
<b>Interest Accrued:</b>	\$1,025.81	<b>03/31/15</b>	<b>ENDING BALANCE</b>	<b>\$243,500.00</b>
<b>Int Earned Since Last Stmt:</b>	\$114.19			

**CD Issued by S&T Bank**

<b>YTD Interest Paid:</b>	\$0.00	<b>02/28/15</b>	<b>OPENING BALANCE</b>	<b>\$243,500.00</b>
<b>Interest Accrued:</b>	\$1,025.81	<b>03/31/15</b>	<b>ENDING BALANCE</b>	<b>\$243,500.00</b>
<b>Int Earned Since Last Stmt:</b>	\$114.19			

**CD Issued by Sierra Vista Bank**

<b>YTD Interest Paid:</b>	\$0.00	<b>02/28/15</b>	<b>OPENING BALANCE</b>	<b>\$243,500.00</b>
<b>Interest Accrued:</b>	\$1,025.81	<b>03/31/15</b>	<b>ENDING BALANCE</b>	<b>\$243,500.00</b>
<b>Int Earned Since Last Stmt:</b>	\$114.19			

**CD Issued by The PrivateBank and Trust Company**

<b>YTD Interest Paid:</b>	\$0.00	<b>02/28/15</b>	<b>OPENING BALANCE</b>	<b>\$243,500.00</b>
<b>Interest Accrued:</b>	\$1,025.81	<b>03/31/15</b>	<b>ENDING BALANCE</b>	<b>\$243,500.00</b>
<b>Int Earned Since Last Stmt:</b>	\$114.19			

**CD Issued by Tri-State Bank of Memphis**

<b>YTD Interest Paid:</b>	\$0.00	<b>02/28/15</b>	<b>OPENING BALANCE</b>	<b>\$243,500.00</b>
<b>Interest Accrued:</b>	\$1,025.81	<b>03/31/15</b>	<b>ENDING BALANCE</b>	<b>\$243,500.00</b>
<b>Int Earned Since Last Stmt:</b>	\$114.19			

**CD Issued by United Bank**

<b>YTD Interest Paid:</b>	\$0.00	<b>02/28/15</b>	<b>OPENING BALANCE</b>	<b>\$243,500.00</b>
<b>Interest Accrued:</b>	\$1,025.81	<b>03/31/15</b>	<b>ENDING BALANCE</b>	<b>\$243,500.00</b>
<b>Int Earned Since Last Stmt:</b>	\$114.19			

Thank you for your business.



# Memorandum

6.13

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

**DATE:** May 21, 2014

**SUBJECT:** Alameda CTC FY2014-15 Third Quarter Financial Report

**RECOMMENDATION:** Approve the Alameda CTC FY2014-15 Third Quarter Financial Report.

## Summary

The attached FY2014-15 Third Quarter Financial Report has been prepared on a consolidated basis by governmental fund type including the General Fund, Special Revenue Funds, the Exchange Fund, the Debt Service Fund, and the Capital Projects Funds. This report provides a summary of FY2014-15 actual revenues and expenditures through March 31, 2015 with comparisons to the year-to-date currently adopted budget. Variances from the year-to-date budget are demonstrated as a percentage of the budget used by line item as well as stating either a favorable or unfavorable variance in dollars. Percentages over 100% indicate that the actual revenue or expenditure item is over 75% of the total annual budget through the third quarter of the fiscal year, and percentages under 100% indicate that the actual revenue or expenditure item is under 75% of the total annual budget through the third quarter of the fiscal year. At the end of the third quarter, the Alameda CTC is showing a net decrease in fund balance in the amount of \$10.2 million primarily due to disbursements for ACTIA-related capital project expenditures.

## Activity

The following are highlights of actual revenues and expenditures compared to budget as of March 31, 2015 by fund type:

### *General Fund*

In the General Fund, the Alameda CTC's revenues are less than budget by \$4.8 million or 32.5%, and expenditures are under budget by \$5.9 million or 44.7% (see attachment A). These variances are mainly due to the timing of costs for Transportation Planning activities. In particular costs for Sustainable Communities-Technical Assistance Program (SC-TAP) were lower than anticipated through the end of March. Expenditures for Transportation Planning activities in the General Fund correspond directly to the reimbursement revenue therefore as expenditures increase through the end of the fiscal year, the revenues also will increase.

### *Special Revenue Funds*

The Special Revenue Funds group is made up of Measure B Program funds including funds for express bus, paratransit service, bike and pedestrian, transit oriented development, and direct local distributions as well as Transportation Fund for Clean Air (TFCA) funds and Vehicle Registration Fee (VRF) funds. In the Special Revenue Funds, revenues are more than budget by \$2.0 million or 3.0% mainly due to actual collections of both sales tax and VRF revenues which were higher than anticipated (see attachment B). Expenditures in the Special Revenue Funds are \$9.4 million or 13.1% less than budget mostly attributable to the timing of TFCA, VRF and other discretionary programming which were lower than projected in the third quarter of the fiscal year. Many programming agreements cover a two-year period and invoicing may occur at the end of the agreement period.

### *Exchange Fund*

As of March 31, 2015, Exchange Fund revenues were less than budget by \$5.6 million and expenditures were also less than budget by \$5.7 million (see attachment C). The recognition of revenue corresponds directly with the expenditures; therefore as expenditures increase, revenue will increase as well.

### *Debt Service Fund*

The Debt Service Fund, held by Union Bank as the bond trustee, originally received \$20.3 million in bond proceeds from Alameda CTC's inaugural Sales Tax Revenue Bonds (Limited Tax Bonds), Series 2014 to pay interest costs. These funds were the premium amount, or the amount received over the par amount, of the bonds issued which is required to be used for debt service per our enabling legislation (see attachment D). The Government Accounting Standards Board requires bond interest to be recorded when paid; per the bond documents, interest payments are required to be made to bondholders on a semi-annually basis on September 1 and March 1 of each year. Therefore expenditures in the debt service funds should equal 100% by the end of the fiscal year.

### *Capital Projects Funds*

The Capital Projects Funds incorporate all Alameda CTC capital projects whether they were originally projects of the Alameda County Transportation Improvement Authority (ACTIA), the Alameda County Transportation Authority (ACTA) or the Alameda County Congestion Management Agency (ACCMA). In fiscal year 2011-2012, Alameda CTC implemented a rolling capital budget system in which any unused approved budget from prior years is available to pay for costs in subsequent fiscal years. Additional budget authority is requested by project only as needed in accordance with the budget process. The year to date budget amount used for comparisons is a straight line amortization of the total approved project budget including unspent funds rolled over from the prior year. Expenditures planned through March 31, 2015 in the budget process generally will differ from the straight line budgeted amount used for the comparison. However, presenting the information with this comparison helps financial report users, project

managers, and the project control team to review year-to-date expenditures to give them an idea of how the project is progressing as compared to the approved budget.

In the Capital Projects Funds, the Alameda CTC's revenues are less than budget by \$73.9 million or 56.1%, and expenditures are less than budget by \$152.0 million or 68.2% (see attachment E). Grant revenue corresponds directly to expenditures for capital projects.

#### ACTA

ACTA's East/West Connector project was on hold following a funding shortfall due to the outcome of Measure B1; however, activity is resuming and expenditures are expected early next fiscal year when funding is available from Measure BB. The year-to-date budget includes amounts rolled forward from the prior year which were not expended. Expenditures for ACTA's I-580/Redwood Road Interchange project are winding down as the project is nearing completion; an adjustment was made in the first quarter to reverse a prior year overstated accrual.

#### ACTIA

ACTIA related capital projects were below budget partially attributable to a delay in right of way and utility expenditures for the Route 84 Expressway project as negotiations and permitting agreements are being completed. The I-680 Express Lane project is also under budget due to the shifting of costs from Measure B to an outside funding source to exhaust the funding source before expiration. A timing delay in Caltrans' invoicing for the I-580 Corridor/BART to Livermore Study project also contributed to the expenditures being under budget. Construction on this project has been ongoing and expenses are expected to fall more in line with the budget as the fiscal year progresses.

#### ACCMA

Actual expenditures for both the ACCMA I-580 Eastbound HOV/HOT/AUX Lane projects and the I-580 Westbound HOV/HOT Lane projects have been affected by a lag in billing due to project change orders. Construction for both projects has been ongoing and expenses are estimated to draw closer to budget as invoices are received. The I-80 Integrated Corridor Mobility project is also experiencing a delay in contractor billing which adds to the expenditures being below budget. Budget for this project includes all remaining amounts through the life of the project which is expected to conclude early next fiscal year.

#### *ACTIA Limitations Calculations*

Staff has made the calculations required per the 2000 Transportation Expenditure Plan related to salary and benefits and administration costs. The Salary and Benefits Limitation ratio of 0.61% and Administrative Cost Limitation ratio of 3.8% were calculated based on actual revenues and expenditures and were found to be in compliance with the requirements of 1.0% and 4.5%, respectively (see attachment F).

#### **Fiscal Impact**

There is no fiscal impact.

## Attachments

- A. Alameda CTC General Fund Revenues/Expenditures Actual vs. Budget as of March 31, 2015
- B. Alameda CTC Special Revenue Funds Revenues/Expenditures Actual vs. Budget as of March 31, 2015
- C. Alameda CTC Exchange Fund Revenues/Expenditures Actual vs. Budget as of March 31, 2015
- D. Alameda CTC Debt Service Fund Revenues/Expenditures Actual vs. Budget as of March 31, 2015
- E. Alameda CTC Capital Projects Funds Revenues/Expenditures Actual vs. Budget as of March 31, 2015
- F. ACTIA Fiscal Year 2014-2015 Budget Limitations Calculations as of March 31, 2015

## Staff Contact

[Patricia Reavey](#), Director of Finance and Administration

[Lily Balinton](#), Accounting Manager

**Alameda CTC General Fund  
Revenues/Expenditures  
Actual vs Budget  
as of March 31, 2015**

6.13A

	YTD Actuals	YTD Budget	% Used	Favorable (Unfavorable) Variance
<b>Revenues:</b>				
Sales Tax Revenues	\$ 4,455,109	\$ 4,303,125	103.53%	\$ 151,984
Investment Income	57,114	-	-	57,114
Member Agency Fees	1,046,114	1,046,114	100.00%	-
Other Revenues	9,917	9,601	103.29%	316
Grants	4,345,106	9,327,477	46.58%	(4,982,371)
<b>Total Revenues</b>	<b>\$ 9,913,359</b>	<b>\$ 14,686,317</b>		<b>\$ (4,772,957)</b>
<b>Expenditures:</b>				
<u>Administration</u>				
Salaries and Benefits	1,123,702	1,083,088	103.75%	(40,614)
General Office Expenses	942,532	1,273,250	74.03%	330,718
Other Administration	927,054	1,476,954	62.77%	549,900
Commission and Community Support	100,059	236,625	42.29%	136,566
Contingency	-	131,250	0.00%	131,250
<u>Planning</u>				
Salaries and Benefits	551,256	503,488	109.49%	(47,768)
Planning Management and Support	-	388,398	0.00%	388,398
Transportation Planning	2,804,634	6,315,752	44.41%	3,511,117
Congestion Management Program	188,189	423,750	44.41%	235,561
<u>Programs</u>				
Salaries and Benefits	160,893	214,795	74.91%	53,902
Safe Routes to School Programs	727,951	1,232,625	59.06%	504,674
Other Programming	176,614	399,053	44.26%	222,438
<u>Indirect Cost Recovery/Allocation</u>				
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds	(371,895)	(413,426)	89.95%	(41,530)
<b>Total Expenditures</b>	<b>\$ 7,330,988</b>	<b>\$ 13,265,600</b>		<b>\$ 5,934,612</b>
<b>Net revenue over / (under) expenditures</b>	<b>\$ 2,582,371</b>	<b>\$ 1,420,717</b>		

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**Alameda CTC Special Revenue Funds**  
**Revenues/Expenditures**  
**Actual vs Budget**  
**as of March 31, 2015**

	YTD Actuals	YTD Budget	% Used	Favorable (Unfavorable) Variance
<b>Revenues:</b>				
Sales Tax Revenues	\$ 56,633,845	\$ 54,701,804	103.53%	\$ 1,932,041
Investment Income	41,678	-	-	41,678
VRF Funds	9,286,688	9,000,000	103.19%	286,688
Other Revenues	12,504	105,087	11.90%	(92,583)
Grants	2,336,035	2,514,755	92.89%	(178,719)
<b>Total Revenues</b>	<b>\$ 68,310,750</b>	<b>\$ 66,321,645</b>		<b>\$ 1,989,105</b>
<b>Expenditures:</b>				
<u>Administration</u>				
Salaries and Benefits	205,261	257,229	79.80%	51,968
General Office Expenses	4,446	5,438	81.76%	992
Other Administration	2,480	-	-	(2,480)
Commission and Community Support	9,100	24,750	36.77%	15,650
<u>Programs</u>				
Salaries and Benefits	132,597	185,603	71.44%	53,005
Programs Management	403,183	2,168,544	18.59%	1,765,361
VRF Programming and Other Costs	6,898,494	9,123,081	75.62%	2,224,587
Measure B Direct Local Distribution	51,927,051	50,155,572	103.53%	(1,771,479)
Grant Awards	2,460,213	5,488,414	44.83%	3,028,201
Other Programming	332,545	4,401,392	7.56%	4,068,847
<b>Total Expenditures</b>	<b>\$ 62,375,371</b>	<b>\$ 71,810,022</b>		<b>\$ 9,434,651</b>
<b>Net revenue over / (under) expenditures</b>	<b>\$ 5,935,379</b>	<b>\$ (5,488,377)</b>		

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**Alameda CTC Exchange Fund  
Revenues/Expenditures  
Actual vs Budget  
as of March 31, 2015**

	YTD Actuals	YTD Budget	% Used	Favorable (Unfavorable) Variance
<b>Revenues:</b>				
Exchange Program Funds	\$ 4,341,035	\$ 10,004,381	43.39%	\$ (5,663,346)
Interest Revenue	5,858	-	-	5,858
Other Revenue	65,676	49,257	133.33%	16,419
<b>Total Revenues</b>	<b>\$ 4,412,569</b>	<b>\$ 10,053,638</b>		<b>\$ (5,641,069)</b>
<b>Expenditures:</b>				
Salaries	26,970	37,262	72.38%	10,293
Programs Management and Support	587	2,250	26.11%	1,663
Programming Funds	4,313,478	10,000,724	43.13%	5,687,246
<b>Total Expenditures</b>	<b>\$ 4,341,035</b>	<b>\$ 10,040,237</b>		<b>\$ 5,699,201</b>
<b>Net revenue over / (under) expenditures</b>	<b>\$ 71,534</b>	<b>\$ 13,402</b>		

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**Alameda CTC Debt Service Fund**  
**Revenues/Expenditures**  
**Actual vs Budget**  
**as of March 31, 2015**

	<u>YTD Actuals</u>	<u>YTD Budget</u>	<u>% Used</u>	<u>Favorable (Unfavorable) Variance</u>
<b>Revenues:</b>				
Investment Income	\$ 77,033	\$ -	-	\$ 77,033
<b>Total Revenues</b>	<u>\$ 77,033</u>	<u>\$ -</u>		<u>\$ 77,033</u>
<b>Expenditures:</b>				
Bond Interest Expense	\$ 5,653,839	\$ 4,240,379	133.33%	(1,413,460)
<b>Total Expenditures</b>	<u>\$ 5,653,839</u>	<u>\$ 4,240,379</u>		<u>\$ (1,413,460)</u>
<b>Net revenue over / (under) expenditures</b>	<u><u>\$ (5,576,806)</u></u>	<u><u>\$ (4,240,379)</u></u>		

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**Alameda CTC Capital Projects Funds  
Revenues/Expenditures  
Actual vs Budget  
as of March 31, 2015**

**6.13E**

	YTD Actuals	YTD Budget	% Used	Favorable (Unfavorable) Variance
<b>REVENUES</b>				
Sales Tax Revenues	\$ 38,172,395	\$ 36,620,072	104.24%	\$ 1,552,324
Investment Income	551,638	648,750	85.03%	(97,112)
VRP Funds	124,529	1,253,766	9.93%	(1,129,237)
Other Revenues	1,417	1,339,752	0.11%	(1,338,335)
Grants	18,967,320	91,853,015	20.65%	(72,885,694)
<b>Total Revenues</b>	<b>\$ 57,817,299</b>	<b>\$ 131,715,354</b>		<b>\$ (73,898,055)</b>
<b>EXPENDITURES</b>				
<b>Administration</b>				
Salaries and Benefits	147,886	127,904	115.62%	(19,982)
General Office Expenses	1,003	28,718	3.49%	27,715
Other Administration	227,317	279,314	81.38%	51,997
Commission and Community Support	7,969	15,000	53.13%	7,031
Contingency	-	18,750	0.00%	18,750
<b>Capital Projects</b>				
<b>ACTA</b>				
Salaries and Benefits	62,741	85,396	73.47%	22,655
Capital Expenditures	11,974	124,186	9.64%	112,212
I-800 Mod. Rte. 262-Mission Blvd	25,198	448,223	5.62%	423,025
E/W Connector Project in N. Fremont	13,930	16,830,428	0.08%	16,816,497
Rte. 238 Corridor Improvement	-	5,349,205	0.00%	5,349,205
I-580/Redwood Road Interchange	(8,652,677)	2,753,538	-314.24%	11,406,215
I-580, 238 and 880 Corridor Study	763,160	465,723	163.87%	(297,437)
Central Alameda County Freeway	98,283	1,560,168	6.30%	1,461,885
<b>ACTIA</b>				
Salaries and Benefits	161,199	170,948	94.30%	9,749
Project Management/Close Out	288,899	1,786,027	16.18%	1,497,128
ACE Capital Improvements	513,126	2,388,449	21.48%	1,875,323
BART Warm Springs Extension	25,376,333	32,068,729	79.13%	6,692,396
BART Oakland Airport Connector	-	183,083	0.00%	183,083
Downtown Oakland Streetscape	-	2,837,025	0.00%	2,837,025
Telegraph Avenue Bus Rapid Transit	1,477,719	993,698	148.71%	(484,021)
I-680 Express Lane	(2,057,360)	7,716,492	-26.66%	9,773,852
Iron Horse Trail	-	750,000	0.00%	750,000
I-880/Broadway-Jackson Interchange	29,120	1,873,931	1.55%	1,844,810
I-580/Castro Valley Interchange Improvement	1,144,725	1,055,184	108.49%	(89,541)
Lewelling/East Lewelling Blvd Widening	(1,098,860)	-	-	1,098,860
I-580 Auxiliary Lanes	298,198	2,436,578	12.24%	2,138,380
Rte 92/Clawiter -Whitesell Interchange	-	5,370,977	0.00%	5,370,977
Hesperian Blvd/Lewelling Blvd Widening	-	449,717	0.00%	449,717
Westgate Parkway Extension	40,299	218,811	18.42%	178,512
E. 14th/Hesperian/150th Improvements	159,174	1,643,903	9.68%	1,484,729
I-238 Widening	515,929	160,745	320.96%	(355,184)
I-680/I-880 Cross Connector Study	-	255,797	0.00%	255,797
Isabel Avenue - 84/I-580 Interchange	1,383,402	7,349,021	18.82%	5,965,620
Route 84 Expressway	10,012,633	24,485,174	40.89%	14,472,540
Dumbarton Corridor Improvement	(44,520)	2,312,922	-1.92%	2,357,442
I-580 Corridor/BART to Livermore Study	12,100,936	19,381,928	62.43%	7,280,992
I-80 Integrated Corridor Mobility	28,974	146,250	19.81%	117,276
I-880 Corridor Improvements	275,742	2,047,184	13.47%	1,771,443
CWTP/TEP Development	-	36,517	0.00%	36,517
Studies at Congested Seg/Loc on CMP	-	207,047	0.00%	207,047

**Alameda CTC Capital Projects Funds  
Revenues/Expenditures  
Actual vs Budget  
as of March 31, 2015**

	YTD Actuals	YTD Budget	% Used	Favorable (Unfavorable) Variance
<b>ACCMA</b>				
Salaries and Benefits	438,064	402,114	108.94%	(35,950)
Grand MacArthur	-	16,500	0.00%	16,500
I-680 Sunol Express Lanes-Southbound	(44,336)	3,046,896	-1.46%	3,091,232
Route 24 Caldecott Tunnel Settlement	378,900	1,308,215	28.96%	929,315
I-880 North Safety & Oper Impr @ 23rd/29th	1,711,840	5,693,983	30.06%	3,982,143
I-580 EB HOV/HOT/AUX Lane	11,258,054	18,491,324	60.88%	7,233,270
I-680 Sunol Express Lanes-Northbound	547,069	1,596,076	34.28%	1,049,006
I-580 Corridor ROW Preservation	21,569	456,315	4.73%	434,746
I-580 Westbound HOV/HOT Lane	7,847,231	18,289,095	42.91%	10,441,864
Altamont Commuter Express-Operations	648,306	1,512,169	42.87%	863,863
I-880 Southbound HOV Lane	449,527	6,758,606	6.65%	6,309,079
Webster Street SMART Corridor	13,476	256,206	5.26%	242,730
Marina Boulevard/I-880 PSR	(9,893)	171,391	-5.77%	181,284
I-80 Gilman Interchange Improvements	85,615	512,462	16.71%	426,847
I-680/I-880 Cross Connector PSR	-	255,370	0.00%	255,370
I-680 SB HOV Lane	-	2,940,714	0.00%	2,940,714
I-580 Soundwall Design	27,785	139,717	19.89%	111,932
Route 84 Widening-Pigeon Pass to I-680	23,019	1,488,529	1.55%	1,465,510
I-80 Integrated Corridor Mobility	4,251,504	12,105,575	35.12%	7,854,071
SMART Corridors Operations and Management	58,033	1,133,360	5.12%	1,075,327
<b>Total Expenditures</b>	<b>\$ 71,018,212</b>	<b>\$ 222,987,302</b>		<b>\$ 151,969,089</b>
<b>Net revenue over / (under) expenditures</b>	<b>\$ (13,200,913)</b>	<b>\$ (91,271,948)</b>		



**Alameda County Transportation Improvement Authority**  
**Fiscal Year 2014-2015**  
**Budget Limitations Calculations**  
**As of March 31, 2015**

Net Sales Tax	\$ 99,002,429.14	A
Investments & Other Income	<u>(7,538,553.97)</u>	B
Funds Generated	91,463,875.17	C
Salaries & Benefits	602,193.17	D
Other Admin Costs	<u>3,207,126.83</u>	E
Total Admin Costs	\$ 3,809,320.00	F

Gross Admin Salaries & Benefits to Net Sales Tax	0.6083% = D/A
Gross Admin Salaries & Benefits to Funds Generated	0.6584% = D/C
Total Admin Costs to Net Sales Tax	3.8477% = F/A

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**Alameda County Transportation Commission  
Bicycle and Pedestrian Advisory Committee  
Roster and Attendance Fiscal Year 2014-2015**

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

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**Alameda County Transportation Commission  
Citizens Watchdog Committee  
Roster - Fiscal Year 2014-2015**

**7.2**

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '14*
1	Mr.	Paxson, Chair	James	Pleasanton	East Bay Economic Development Alliance	Apr-01		N/A	0
2	Ms.	Taylor, Vice Chair	Deborah	Oakland	Alameda County Supervisor Wilma Chan, D-3	Jan-13		Jan-15	1
3	Ms.	Brown	Cheryl	Oakland	Alameda Labor Council (AFL-CIO)	Apr-15		Apr-17	0
4	Ms.	Dorsey	Cynthia	Oakland	Alameda County Mayors' Conference, D-5	Jan-14		Jan-16	1
5	Ms.	Hamlat	Sandra	Oakland	Bike East Bay	Apr-13		N/A	0
6	Mr.	Hastings	Herb	Dublin	Paratransit Advisory and Planning Committee	Jul-14		N/A	0
7	Ms.	Hawley	Miriam	Berkeley	League of Women Voters	Apr-14		N/A	2
8	Mr.	Jones	Steven	Dublin	Alameda County Mayors' Conference, D-1	Dec-12	Jan-15	Jan-17	0
9	Mr.	Lester	Brian	Pleasanton	Alameda County Supervisor Scott Haggerty, D-1	Sep-13		Sep-15	4
10	Ms.	Lew	Jo Ann	Union City	Alameda County Mayors' Conference, D-2	Oct-07	Sep-13	Sep-15	0
11	Mr.	McCalley	Murphy	Castro Valley	Alameda County Supervisor Nate Miley, D-4	Feb-15		Feb-17	0
12	Mr.	Naté	Glenn	Union City	Alameda County Supervisor Richard Valle, D-2	Jan-15		Jan-17	0
13	Ms.	Piras	Pat	San Lorenzo	Sierra Club	Jan-15		Jan-17	0
14	Ms.	Saunders	Harriette	Alameda	Alameda County Mayors' Conference, D-3	Jul-09	Jul-14	Jul-16	0
15	Mr.	Tucknott	Robert A.	Pleasanton	Alameda County Mayors' Conference, D-4	Jun-14		Jun-16	1

Alameda County Transportation Commission  
Citizens Watchdog Committee  
 Roster - Fiscal Year 2014-2015

16	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	May-14	<b>May-16</b>	2
17		<b>Vacancy</b>			<b>Alameda County Taxpayers Association</b>				



**MEETING ATTENDEES**

Attendance Key (A = Absent, P = Present)

Members:

- |                                    |                                  |  |
|------------------------------------|----------------------------------|--|
| <u>A</u> Sylvia Stadmire,<br>Chair | <u>P</u> Sandra<br>Johnson-Simon | <u>A</u> Carmen Rivera-<br>Hendrickson |
| <u>P</u> Will Scott,<br>Vice-Chair | <u>P</u> Jonah Markowitz         | <u>P</u> Michelle Rousey               |
| <u>P</u> Larry Bunn                | <u>P</u> Rev. Carolyn Orr        | <u>P</u> Harriette<br>Saunders         |
| <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<br>Jacobson         | <u>P</u> Sharon Powers           |  |
|                                    | <u>P</u> Vanessa Proee           |  |

Staff:

- P Jacki Taylor, Program Analyst
- P Naomi Armenta, Paratransit Coordinator
- P Krystle Pasco, Paratransit Coordination Team
- P Terra Curtis, Paratransit Coordination Team
- P Christina Ramos, Project Controls Team

Guests:

Ken Bukowski, Public Member; Alison Dejung, Eden I&R; Rashida Kamara, Transdev; Rick Otto, Eden I&R; Kim Ridgeway, AC Transit; Laura Timothy, BART

**MEETING MINUTES**

**1. Welcome and Introductions**

Herb Hastings, PAPCO member, called the meeting to order in the temporary absence of the Chair and Vice Chair at 1:10 p.m. and confirmed a quorum. The meeting began with introductions and a review of the meeting outcomes.

**2. Public Comment**

There were no public comments.

### **3. Administration**

#### **3.1. February 23, 2015 PAPCO Meeting Minutes**

*Jonah Markowitz moved to approve the February 23, 2015 PAPCO Meeting minutes as written. Esther Waltz seconded the motion. The motion passed (10-0-1; Member Harriette Saunders abstained). Members Shawn Costello, Herb Hastings, Joyce Jacobson, Sandra Johnson-Simon, Jonah Markowitz, Carolyn Orr, Sharon Powers, Michelle Rousey, Harriette Saunders, Esther Waltz, and Hale Zukas were present.*

#### **3.2. February 23, 2015 Joint PAPCO and ParaTAC Meeting Minutes**

*Jonah Markowitz moved to approve the February 23, 2015 PAPCO Meeting minutes as written. Esther Waltz seconded the motion. The motion passed (10-0-1; Member Harriette Saunders abstained). Members Shawn Costello, Herb Hastings, Joyce Jacobson, Sandra Johnson-Simon, Jonah Markowitz, Carolyn Orr, Sharon Powers, Michelle Rousey, Harriette Saunders, Esther Waltz, and Hale Zukas were present.*

At this point, PAPCO Vice Chair Will Scott arrived and chaired the meeting moving forward.

#### **3.3. Convene Finance, Program Plan Review and Gap Subcommittees**

Naomi Armenta gave an overview of the Fiduciary and Finance Subcommittee as well as the Program Plan Review Subcommittee. She also noted that staff is recommending that a potential Gap Grant Cycle 5 Subcommittee be convened in May if necessary.

Naomi noted the subcommittees' background and purpose as well as the selection, process and the overall responsibilities of the subcommittee members. The PAPCO members that participate in these committees will receive a per diem as stated in the Bylaws. The Fiduciary and Finance Subcommittee will take place on Thursday, April 16<sup>th</sup> at 10:00 a.m. The Program Plan Review



Subcommittees will take place on Wednesday, April 29<sup>th</sup> and Thursday, April 30<sup>th</sup> at 9:00 a.m.

Staff will review the Finance and Program Plan Review Subcommittee appointment applications that were submitted and notify Committee members who will be appointed to both subcommittees.

#### **4. Gap Grant Cycle 5 Progress Reports (Verbal)**

Naomi Armenta gave an update on the Gap Grant Cycle 5 progress reports.

Questions and feedback from PAPCO members:

- Can we receive cost per trip information in the next progress report update? Yes, staff will provide that information from actual costs from the previous year and projections for the following year. Staff also noted that these figures will be staff estimates as this information is difficult to capture accurately.
- Does staff anticipate a date when they will receive the City of Emeryville's progress report? Alameda CTC staff is following up with the City of Emeryville's staff on submitting their progress report and will forward PAPCO's request that it be submitted by Monday, March 30<sup>th</sup>.

#### **5. East Bay Paratransit Report (Verbal)**

Rashida Kamara and Laura Timothy gave a status report on East Bay Paratransit's ridership, customer service and recent broker office activities.

Questions and feedback from PAPCO members:

- A member complimented Rashida Kamara on her thorough report.
- A member noted that hospital staff sometimes needs extra time to get a patient ready for their EBP pick up time. They often feel rushed. EBP staff noted that some situations are just unavoidable and that is okay but it would be preferable if the hospital staff can help move the process along in any way.

- Some riders really rely on the courtesy call to let them know that the driver is on their way. Somehow I am no longer receiving those calls, why is that? There are only so many call center dispatchers that can give out courtesy calls. We have several hundred rides each day so not everyone is able to receive a call. If you really need the courtesy call, please let us know so that we can make a note of it on your client profile.
- A member noted that as riders we have to take some initiative ourselves to be ready for our drivers to pick us up. That may mean being outside, waiting for the driver to pull up. Staff noted that until the Interactive Voice Response (IVR) system is fully rolled out, staff is not able to make all courtesy calls as needed.
- A member noted that sometimes he is strapped in too tight across the chest and shoulders and as the driver makes repeated stops and/or has to stop immediately, the shoulder strap ends up hurting his chest. He noted that First Transit drivers are mainly the drivers that strap him in too tight. He suggested that maybe there be additional driver training on passenger safety and comfort. Staff will follow up on how they can improve the riders' experience with regards to the shoulder strap.

#### **6. Gap Grant Cycle 5 Program Report: AC Transit New Freedom Match for Marketing Mobility Management Through 2-1-1 (Verbal)**

Rick Otto and Kim Ridgeway gave a Gap Grant Cycle 5 program report on the AC Transit New Freedom Match for Marketing Mobility Management Through 2-1-1 project. Kim gave an overview of the project's parameters, goals, and various tasks.

Questions and feedback from PAPCO members:

- Will you be buying the equipment before you hire new employees? Yes, staff is planning on buying the equipment by June 1<sup>st</sup> and the new hires will come on by June 15<sup>th</sup> and training will happen soon thereafter.
- A member suggested that the computer systems that are purchased be compatible with assistive technology just in case any of the new hires have limited vision and/or hearing capabilities.

- How long will it take to train the new hires and the current staff members that will be working with this project? Eden I&R staff will be training all staff members working on this project on Eden I&R processes and it will take about a week to complete the training.

## **7. Member Reports on PAPCO Mission, Roles, and Responsibilities Implementation**

Esther Waltz attended the USOAC Convention and she had a great time learning new information and meeting new people.

Harriette Saunders attended the Alameda CTC Public Workshop for the Modal Plans at the Fruitvale-San Antonio Senior Center on Tuesday, February 24<sup>th</sup>. She also attended the Developmental Disabilities Council's Transition Information Faire at the College of Alameda on Saturday, March 14<sup>th</sup>.

Sandra Johnson-Simon also attended the USOAC Convention and it was well attended. She also announced that the Healthy Living Festival this year will be on Thursday, September 17<sup>th</sup> from 8:00 to 2:00 p.m. at the Oakland Zoo.

Joyce Jacobson noted that the funding for the Emery-Go-Round will be voted on again really soon. She also noted that she saw Matt Todd, former Programs Manager for the Alameda CTC, and shared that the meetings about the Emery-Go-Round have become more pleasant and cooperative since he has been involved. A new bus stop was even added without asking. She really appreciates Matt Todd's presence at those meetings.

Michelle Rousey attended the Developmental Disabilities Council's Transition Information Faire at the College of Alameda on Saturday, March 14<sup>th</sup>.

## **8. Committee Reports (Verbal)**

### **8.1. East Bay Paratransit Service Review Advisory Committee (SRAC)**

The next SRAC meeting is on Thursday, March 26<sup>th</sup> at 11:30 a.m.

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

The last CWC meeting took place on Monday, March 9<sup>th</sup>. Due to the passage of the TEP, the Committee will now be called the Independent Watchdog Committee moving forward. Members also discussed the Committee's mission and responsibilities and members had the opportunity to sign up for various project subcommittees.

## **9. ADA Mandated Program and Policy Reports**

PAPCO members were asked to review the information provided in their packets.

## **10. Information Items**

### **10.1. Mobility Management – Taxi, Limousine, and Paratransit Association Information**

Naomi Armenta reviewed the mobility management attachment in the meeting agenda packet. She noted that this attachment is relevant to the conversation regarding private operators like the Transportation Network Companies (TNCs) i.e. Uber, Lyft and Sidecar.

### **10.2. Outreach Update**

Krystle Pasco gave an update on the following outreach events:

- 3/14/15 – Transition Information Faire, College of Alameda from 9:30 a.m. to 3:00 p.m.
- 3/17/15 – Transit Fair, Pleasanton Senior Center from 10:00 a.m. to 1:00 p.m.
- 3/20/15 – USOAC Annual Convention, Ashland Community Center from 10:00 a.m. to 2:00 p.m.
- 4/1/15 – BART Train and Track Tour, 19<sup>th</sup> Street BART Station, Upper Platform from 10:00 a.m. to 12:00 p.m.
- 4/23/15 – Senior Health Fair, North Berkeley Senior Center from 10:00 a.m. to 2:00 p.m.

### **10.3. Other Staff Updates**

Naomi Armenta noted that the meeting's handouts include information on the BART and CIL Train and Track Tour for seniors and people with disabilities, information on an assistive device presentation, and the DIS/PLAY Exhibition at the SOMArts Cultural Center.

## **11. Draft Agenda Items for April 27, 2015 PAPCO and Joint PAPCO and ParaTAC Meeting**

- 11.1.** Gap Grant Cycle 5 Program Extension Recommendation
- 11.2.** Livermore Amador Valley Transit Authority (LAVTA) Quarterly Report
- 11.3.** Finance Subcommittee Status Report
- 11.4.** Hospital Discharge Transportation Service and Wheelchair Scooter Breakdown Transportation Service Programs Update
- 11.5.** BART Fleet of the Future Presentation
- 11.6.** Joint PAPCO and ParaTAC Discussion

## **12. Adjournment**

The meeting adjourned at 3:30 p.m. The next PAPCO and Joint PAPCO and ParaTAC meetings are scheduled for April 27, 2015 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 2014-2015**

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '14
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	Mr.	Bunn	Larry	Union City	Union City Transit Wilson Lee, Transit Manager	Jun-06	Dec-13	Dec-15	5
4	Mr.	Costello	Shawn	Dublin	City of Dublin Mayor David Haubert	Sep-08	May-14	May-16	1
5	Mr.	Hastings	Herb	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Mar-07	Jan-14	Jan-16	1
6	Ms.	Jacobson	Joyce	Emeryville	City of Emeryville Mayor Ruth Atkin	Mar-07	Jan-14	Jan-16	1
7	Ms.	Johnson-Simon	Sandra	San Leandro	Alameda County Supervisor Nate Miley, D-4	Sep-10	Dec-13	Dec-15	1
8	Mr.	Markowitz	Jonah	Berkeley	City of Albany Vice Mayor Peter Maass	Dec-04	Oct-12	Oct-14	0
9	Rev.	Orr	Carolyn M.	Oakland	City of Oakland Councilmember Rebecca Kaplan	Oct-05	Jan-14	Jan-16	4
10	Mr.	Perez	Thomas M.	Fremont	Alameda County Supervisor Richard Valle, D-2	Feb-14		Feb-16	3
11	Ms.	Powers	Sharon	Fremont	City of Fremont Mayor William Harrison	Dec-07	Jan-14	Jan-16	2
12	Ms.	Proee	Vanessa	Hayward	City of Hayward Councilmember Marvin Peixoto	Mar-10	Jan-14	Jan-16	2

**Alameda County Transportation Commission  
Paratransit Advisory and Planning Committee  
Roster - Fiscal Year 2014-2015**

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '14
13	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Sep-09	Feb-14	Feb-16	6
14	Ms.	Rousey	Michelle	Oakland	BART Director Tom Blalock	May-10	Jan-14	Jan-16	1
15	Ms.	Saunders	Harriette	Alameda	City of Alameda Mayor Trish Spencer	Jun-08	Oct-12	Oct-14	1
16	Ms.	Waltz	Esther Ann	Livermore	LAVTA Executive Director Michael Tree	Feb-11	May-14	May-16	0
17	Mr.	Zukas	Hale	Berkeley	A. C. Transit Director Elsa Ortiz	Aug-02	Jan-14	Jan-16	0
18		Vacancy			City of Berkeley Councilmember Laurie Capitelli				
19		Vacancy			City of Livermore Mayor John Marchand				
20		Vacancy			City of Newark Councilmember Luis Freitas				
21		Vacancy			City of Piedmont Mayor Margaret Fujioka				
22		Vacancy			City of San Leandro Mayor Pauline Cutter				
23		Vacancy			City of Union City Mayor Carol Dutra-Vernaci				





# Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** May 21, 2015

**SUBJECT:** Legislative Update

**RECOMMENDATION:** Receive an update on state and federal legislative activities and approve legislative positions

## 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 2015 and is included in summary format in Attachment A. The 2015 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

### State Update

**State Budget Update:** An update on the Governor's budget May Revise will be made at the Commission meeting. The Controller's estimated receipts for March continued to show gains over the budget estimate. Total receipts were \$547 million above the January budget estimates for March. Most of this growth came from personal income taxes that beat projections by \$498 million, and corporation taxes were \$77 million higher. Sales tax receipts were lower than anticipated by \$96 million. For the fiscal year to date, general fund receipts are running at \$75 billion, or 2.1% above the January projections.

With April being the most critical revenue month, the Controller has posted a daily tracker of income tax revenue. The estimate for April is \$12.2 billion in income tax revenue. As of

April 16<sup>th</sup>, income tax receipts totaled \$7.76 billion, with \$2.75 billion coming in on April 16<sup>th</sup>.

*Budget Subcommittee Actions:* The Governor's budget proposal included two transportation trailer bills. The first would expand the authority for the CTC authorize the construction and operation of express lanes and the second would enact a streamlined process for relinquishing highways to local control. The Senate Budget Subcommittee #2 moved both of these proposals to the policy committee in mid-April. This means these proposals must follow the usual legislative process. However, if these proposals are a priority for the Administration, it is expected that negotiations will continue behind the scenes, and these proposals could resurface as budget trailer bills.

*Road User Charge and Budget:* The Senate Subcommittee also deferred action on the Administration's proposal for funding the Road User Charge Pilot Program. The proposed budget includes \$9.6 million in order to implement SB 1077. This includes \$8.8 million for Caltrans to contract with consultants, and about \$780,000 for staffing at Caltrans and the CTC. The proposal would specifically allow Caltrans to encumber the consultant funds over the next two fiscal years. The LAO has expressed concerns about this proposal, raising questions about Caltrans having already entered into a contract for consultant services before the funds are appropriated, and pointing out that the Administration has not provided a complete plan for the requested funds.

Senator Lois Wolk, who chairs the Subcommittee, expressed her preference for appropriating only a single year's worth of funds, and Senator Fran Pavley stated that she voted against SB 1077, and the lone Republican member, Senator Jim Nielsen, expressed concerns over how controversial the concept is. Therefore, the Subcommittee did not adopt the staff recommendation to approve this request, and put this item over to a future hearing date.

***Legislative Background and Recommended Positions:*** The following provides a summary of several recently introduced or amended bills that include transportation funding proposals, cap and trade modifications, housing funding, bicycle safety, contracting bill, increases in green clean vehicle stickers, a bill that seeks to amend the Congestion Management Program statute and a bill related to disabled placards. Table 1 includes recommended bill positions on some of these bills.

*Transportation Funding Plans:* There are several transportation funding proposals related to either increasing funding for transportation or redirecting funds that currently pay for transportation bonds into transportation projects.

**SB 16:** Senator Beal officially unveiled his transportation funding proposal in mid-April. This proposal has been amended into SB 16, and provides a funding plan that directs additional revenue to maintaining state highways and local streets and roads without impacting the general fund. The Senate proposal would generate up to \$3.6 billion

annually over the next 5 years. This funding plan would remain in place through the 2019-2020 fiscal year, unless it is extended by the Legislature.

Revenue generation would be from the following:

- 10 cent increase in the excise tax for gasoline.
- 12 cent increase in the excise tax for diesel.
- Phase in over five years the return of truck weight fees to transportation accounts.
- Phase in over five years a .35 percent increase the Vehicle License Fee. This revenue would be dedicated to pay the debt service on transportation bonds.
- Repay existing loans made from transportation accounts over 3 years. The total amount of debt to be repaid is a little under \$1 billion.
- Increase the base vehicle registration fee by \$35.
- Increase the vehicle registration fee for zero emission vehicles by \$100. A zero emission vehicle includes any vehicle that operates on a fuel other than gasoline or diesel.
- If the Legislature does not extend this plan beyond the 2019-20 fiscal year then the excise tax increase and the fee imposed on vehicles and zero emission vehicles would sunset.

Allocation of funds for transportation purposes are as follows:

- *State Highway Maintenance*: 50% of the remaining funds would be allocated to Caltrans for the State Highway Operation and Protection Program (SHOPP).
- *Local Roads Maintenance*: 50% of the remaining funds would be allocated to cities and counties. Half of these would be allocated to cities on a per capita basis. Counties would be allocated the remaining half based on the formula whereby 75% of the funds are allocated on the county's share of registered vehicles, and 25% based on a county's share county maintained road miles.
- *Incentives for Counties without sales tax measures*: 5% off the top would be set aside as an incentive for counties that currently do not have a local transportation sales tax programs to adopt one. These funds would be used to match local sales tax revenue generated in a county that adopts a program for the first time after July 1, 2015. Any funds unspent in any fiscal year would be split between the SHOPP and local streets and road program.
- *Goods Movement*: 2 cents of the diesel excise tax increase is directed to the Trade Corridors Improvement Fund, or approximately \$50 million per year.

Reporting Requirements for the use of these funds include the following:

- In order for cities and counties to receive funds from the Controller, they must submit to the CTC a list of projects proposed to be funded. Upon approval by

the CTC, the Controller will then apportion that local government's share of the funds.

- Cities, counties and Caltrans are required to annually submit to the CTC documentation of each project completed, the amount of funds expended, and the useful life of the project. The CTC is required to evaluate the documentation to determine how effective the agency has been in reducing deferred maintenance and improving road conditions.
- SB 16 proposes a maintenance of effort (MOE) requirement that each city or county must achieve in order to be eligible to receive funds. The MOE requires the city or county to continue to expend the annual average expenditure from its general fund for road purposes during the 2009-10, 2010-11, and 2011-12 fiscal years.

Caltrans Efficiency requirements are included in SB 16 as follows:

- SB 16 requires Caltrans to submit a plan to the CTC that outlines how Caltrans will improve efficiencies by 30% over the subsequent three years.
- The saving resulting from this plan shall be used for SHOPP projects.

As reflected in Table 1, staff recommends a support position on this bill. This bill was discussed at the April Commission meeting and the Commission took an action to seek amendments on the bill. Staff is working with the author's office to address amendments to support rewarding self-help counties such as Alameda CTC. Attachment B includes an analysis of SB 16 and a list of supporters.

#### *Other Funding Proposals:*

SCA 7: Last week the Senate Republican Caucus introduced SCA 7. This measure would amend the Constitution to prohibit the use of any transportation funds, including truck weight fees, from being used to pay general obligation bond debt. SCA 7 would, however, authorize the use of up to 25% of excise tax revenue to be used for debt service on bonds issued after November 2, 2010, if the voters specifically authorize that use. In addition, SCA 7 would add to Article 19 a provision that any increase in to the vehicle license fee above the current .65 percent rate must be used for transportation purposes. Staff recommends a watch position on this bill due to the potential impact on the general fund.

AB 227: In mid-March, the Assembly Committee on Transportation approved AB 227 by Assemblyman Luis Alejo (D). This is another measure that would halt the use of truck weight fees for paying transportation bond debt, and it would require all outstanding loans from transportation accounts to be repaid by December 31, 2018. The revenue returned to transportation accounts would be allocated 44% STIP, 12% SHOPP, and 44% local streets and roads. AB 227 does not propose any fee or tax increases that would be

used to alleviate the impact to the general fund. Staff recommends a watch position on this bill.

**AB 4:** Assembly member Linder introduced this bill to prohibit the use of weight fee revenue from being used to pay for transportation bond debt service until January 1, 2020. The gas tax swap legislation included a roundabout transfer of weight fee revenue from the State Highway Account to the Transportation Debt Service Fund in order to alleviate pressure on the general fund. AB 4 would end this practice for four years. Staff recommends a watch position on this bill due to the potential impact on the general fund.

**Recommended Legislative Positions**

The following are recommended Alameda CTC legislative positions

<b>Bill Number and Author</b>	<b>Bill Purpose and Description</b>	<b>Alameda CTC Recommendation</b>
<p><a href="#">SB 16</a> (<a href="#">Beall D</a>) Department of Transportation.</p>	<p>SB 16 was amended to include Senator Beall's transportation funding measure. This bill would increase various fees and taxes, and would end the use of weight fees to pay for bond debt service.</p> <p>SB 16 would generate up to \$3.6 billion annually for the next five years. This revenue would be used to fund maintenance needs for state highways and local streets and roads.</p> <ul style="list-style-type: none"> <li>Alameda CTC's adopted legislative program states, "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. Support a designated funding stream for goods movement." Therefore, staff recommends a support position on this bill and is working with the author's office to support rewarding self-help counties.</li> </ul>	<p>SUPPORT if amended</p>

<a href="#">AB 1335</a> <a href="#">(Atkins D)</a> <b>Building Homes and Jobs Act.</b>	<p>AB 1335 would enact the Building Homes and Jobs Act. Similar to an effort by Senator DeSaulnier, this bill would impose a \$75 fee on recording specified real estate documents. The revenue generated would be used to fund low income housing projects.</p> <p>Staff recommends support of this bill in recognition of the need for a funding stream for housing that does not compete with transportation funding.</p>	SUPPORT
<a href="#">AB 902</a> <a href="#">(Bloom D)</a> Traffic violations: diversion programs	<p>AB 902 would authorize a local authority to allow an individual regardless of age who committed a traffic offense not involving a vehicle, such as while bicycling, to attend a diversion program instead of paying a fine. Staff recommends a support position on this bill to increase awareness of bicycle safety and safe riding practices.</p>	SUPPORT

## Federal Update

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

**MAP-21 Reauthorization Update:** Both chambers in Congress are working on identifying a highway funding mechanism, as authorization for federal highway and mass transit programs expires May 31.

Several efforts ranging from bills being introduction on indexing the gas tax to repatriation of overseas funds to per-barrel tax on oil to press-conferences to highlight the importance of federal transportation funding have been taking place to come up with a bi-partisan approach to a long-term bill. It is likely that a short-term funding bill will be presented in the House within the next few weeks. It is clear that Congress wants to address the funding shortfall—as multiple bipartisan proposals have been discussed throughout the year—however, the means to that end is still the point of contention.

**Department of Transportation Federal Transportation bill proposal:** At the end of March, Secretary Foxx released *Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America (GROW AMERICA) Act*. This ambitious bill would authorize \$478 billion to be spent over six years on surface transportation programs.

With the current authorization expiring by May 31, the bill provides Congress the option to increase surface transportation investment by 45 percent from current levels. The bill would: provide more funding to high-performing Metropolitan Planning Organizations (MPOs), put in place a transparent and clear permitting process to speed up project delivery, establish an \$18 billion freight program to improve freight rail service, raise transit investment by 76 percent, double the TIGER Grant program, and strengthen the TIFIA Loan program.

The Administration's proposal is funded by supplementing current revenues from the Highway Trust Fund in combination with a 14 percent transition tax on the up to \$2 trillion of untaxed foreign earnings that U.S. companies have accumulated overseas. This will prevent Trust Fund insolvency for six years and increase investments to meet national economic goals.

**Fiscal Impact:** There is no fiscal impact.

#### **Attachments**

- A. Alameda CTC 2014 Legislation Program
- B. SB 16 Bill Analysis and List of Supports

#### **Staff Contact**

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

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**2015 Alameda County Transportation Commission Legislative Program**

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

1111 Broadway, Suite 800, Oakland, CA 94607  
510.208.7400  
[www.AlamedaCTC.org](http://www.AlamedaCTC.org)

*"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. 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."*

(adopted December 2014)

Issue	Priority	Strategy Concepts
<b>Transportation Funding</b>	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> <li>• Support efforts that protect against transportation funding diversions.</li> </ul>
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> <li>• Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations.</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 efforts that streamline financing and delivery of transportation projects and programs.</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> </ul>
<b>Project Delivery</b>	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 high-occupancy vehicle/toll lane expansion in Alameda County and the Bay Area, implementation of AB 1811, 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 local agencies.</li> </ul>
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> <li>• Support efforts that reduce project and program implementation costs.</li> <li>• Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.</li> </ul>
<b>Multimodal Transportation and Land Use</b>	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 (TOD) and priority development areas (PDAs).</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
<b>Climate Change</b>	Support climate change legislation to reduce greenhouse gas (GHG) emissions	<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 cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy.</li> <li>• Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions.</li> <li>• Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.</li> </ul>
<b>Goods Movement</b>	Expand goods movement funding and policy development	<ul style="list-style-type: none"> <li>• Support goods movement 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>
<b>Partnerships</b>	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 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>

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**SENATE COMMITTEE ON GOVERNANCE AND FINANCE**

**Senator Robert M. Hertzberg, Chair**  
**2015 - 2016 Regular**

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**Bill No:** SB 16  
**Author:** Beall  
**Version:** 4/15/15  
**Consultant:** Bouaziz

**Hearing Date:** 5/6/15  
**Tax Levy:** No  
**Fiscal:** Yes

***TRANSPORTATION FUNDING***

*Imposes a \$0.10 per gallon excise tax on gasoline, a \$0.12 per gallon excise tax on diesel fuel, and increases the vehicle license and registration fees for five years.*

**Background and Existing Law**

**I. Excise tax rates.** The Motor Vehicle Fuel Tax Law (MVFTL) and the Diesel Fuel Tax Law generally impose an excise tax on gasoline and diesel fuel upon:

- The removal (except for aviation gasoline) at the refinery or terminal rack.
- The entry into the state; and
- The sale to an unlicensed person.

For fiscal year (FY) 2015-16, the gasoline excise tax rate is set at \$0.30 per gallon, and at \$0.13 per gallon on diesel fuel.

Currently, as part of the “fuel tax swap,” retail sales of gasoline are exempt from the state’s General Fund rate. The fuel tax swap also increased the sales and use tax rate on retail diesel fuel sales and purchases to offset the loss related to the diesel fuel excise tax rate reduction. Sales and use tax law provides that the excise tax on gasoline is included in the computation of locally imposed sales and use tax. The excise tax imposed on diesel fuel is not subject to sales or use tax.

Upon enactment of the fuel tax swap in March 2010, the gasoline excise tax rate was increased and included a floor stock tax, which is a way to equalize the excise tax paid on fuel held in inventory by a supplier, wholesaler or retailer prior to the effective date of a tax increase and fuel purchased after the tax increase. Having a large fuel inventory before a tax rate increase takes effect can bring about a small windfall to a seller, who can raise the selling price of the fuel purchased prior to the increase and attribute the increase in price to the tax rate increase. Since the diesel fuel excise tax rate was decreased, there was no need for a floor stock tax.

The Local Motor Vehicle Fuel Taxation Law authorizes counties to impose countywide excise taxes on gasoline at increments of one cent per gallon, provided a majority of the voters approve the proposition. The funds collected must be used only for purposes authorized by Article XIX of the California Constitution, such as transportation planning and construction. To date, no county imposes a local fuel tax under this authority.

In addition, federal law imposes additional per gallon taxes on gasoline and diesel fuel of \$0.184 and \$0.244, respectively.

**II. Vehicle license and registration fee.** The vehicle license fee (VLF) is a tax on the ownership of a registered vehicle in place of taxing vehicles as personal property. Prior to 1935, vehicles in California were subject to property tax, but the Legislature decided to create a state-wide system of vehicle taxation. The taxable value of a vehicle is established by the purchase price of the vehicle, depreciated annually according to a statutory schedule. Prior to recent budget actions, the state collected and allocated the VLF revenues, minus administrative costs, to cities and counties. The VLF tax rate is currently 0.65% of the value of a vehicle, but historically (from 1948-2004) it was 2%. In 1998, the Legislature cut the VLF rate from 2% to 0.65 % of a vehicle's value. The current vehicle registration fee is \$43 per vehicle.

### Proposed Law

Senate Bill 16 establishes the Road Maintenance and Rehabilitation Program, and requires all revenues from the imposed taxes and fees to be deposited in the newly created Road Maintenance and Rehabilitation Account (RMRA). The bill specifies:

- I. The gasoline and diesel fuel excise tax rates.
- II. Vehicle license and registration fee increases.
- III. Allocation of revenues.

**I. Gasoline and diesel fuel excise tax rates.** SB 16 imposes an additional \$0.10 per gallon excise tax on gasoline and \$0.12 per gallon on diesel fuel.

**II. Vehicle license and registration fee increases.** SB 16 incrementally increases the vehicle license fee to a rate of 1%, over a 5-year period beginning July 1, 2015, with the revenues above the current 0.65% rate to be deposited in the General Fund and used for transportation general obligation bond debt service. Additionally, the bill increases the annual vehicle registration by \$35, and adds a new \$100 annual vehicle registration fee applicable to zero-emission motor vehicles

**III. Allocation of revenues.** Two cents of the diesel fuel tax increase, resulting in about \$50 million annually, shall be deposited in the Trade Corridors Improvement Fund. These funds are allocated by the CTC for infrastructure improvements on corridors that have a high volume of freight movement. The remainder of the funds raised by SB 16 are allocated to both state and local projects. 5% percent is set aside for counties which pass local sales and use taxes for transportation purposes, but have not previously passed such taxes. The remainder is split 50/50 between state and local projects. The local project funding is allocated pursuant to an existing statutory formula where 50% goes to cities based on population and 50% goes to counties based on a combination of the number of registered vehicles and the miles of county roads. In order to receive these funds, the city and county must maintain their historic commitment to funding street and highway purposes by annually expending not less than the average of its expenditures for the 2009-10, 2010-11 and 2011-12 fiscal years. The California Transportation Commission (CTC) shall annually evaluate each agency receiving funds to ensure that the funds are spent appropriately.

SB 16 provides that loans made by the General Fund to the State Highway Account, the Motor Vehicle Fuel Account, the Highway Users Tax Account, and the Motor Vehicle Account must be

repaid over three years. The outstanding loan amounts are estimated at about \$1 billion. After the loans are repaid, they will be used to fund the road maintenance backlog by deposits in the RMRA. To backfill the loss to the General Fund from the loan repayments, funds from the Budget Stabilization Account (BSA), will focus on paying down state debts and unfunded mandates. The BSA balance at the beginning of FY2015-16 is estimated to be \$1.6 billion.

Additionally, the bill requires Caltrans, by March 1, 2016, to provide the CTC with a plan to increase the department's efficiency by 30% over the prior three years. The savings shall increase the funding for the road maintenance and repair work.

As an urgency measure, SB 16 takes effect immediately and is repealed by its own terms as of July 1, 2020. The bill makes legislative findings and declarations to support its purpose.

### **State Revenue Impact**

According to the Board of Equalization, the increase in gasoline and diesel excise tax revenues is \$1.789 billion in 2015-16, and \$1.795 billion in 2016-17. The associated increase in state and local sales and use tax revenues is \$77 million in 2015-16, and \$75 million in 2016-17.

### **Comments**

1. Purpose of the bill. According to the author, "This bill solves a crisis that threatens our deteriorating streets and highways. California faces a \$59 billion backlog in deferred maintenance that will grow by billions every year. The state transportation system is critical to California's economic well-being, as it enables us to move goods, people, and ideas around the state. SB 16 creates a much-needed, temporary funding plan to address the maintenance backlog of our aging systems. Under this bill, everyone who uses the roads will share in paying for the cost of these essential repairs.

SB 16 will provide more resources for the state to repair the infrastructure under its jurisdiction and it also distributes billions to the local level. The author notes that the state has failed to keep pace with repairs due to several factors, including the diversion of road maintenance revenues for other uses and the decline of the gas tax revenue.

This bill is the result of four Transportation Committee hearings that were held across the state that received testimony from local government officials, transportation experts, businesses, and the public. The author believes that all agree that this is a problem that needs to be fixed now."

2. Need for the bill. In his 2015 inaugural address, the Governor noted that the state faces a \$59 billion shortfall over the next 10 years to adequately maintain the existing state highway system. Local governments have estimated the funding shortfall for maintaining existing local streets, highways and bridges is \$78 billion over the same time period. SB 16 is estimated to increase excise tax revenues by almost \$1.8 billion dollars a year, which will help, but not eliminate the funding gap that exists. This will cost the average driver driving 12,000 miles per year about \$180 per year or \$0.50 per day.

3. Floor stock tax. A floor stock tax equalizes the excise tax paid on those fuel gallons held in inventory by a supplier, wholesaler or retailer prior to the effective date of a tax increase and those gallons purchased after the tax increase. Having a large fuel inventory before a tax rate increase takes effect can bring about a small windfall to a seller, who can raise the selling price

of the fuel purchased prior to the increase and attribute the price increase to the tax rate increase. Since this bill contains a sizeable gasoline and diesel fuel excise tax increase, a floor stock tax increase should be considered for both tax laws. However, BOE states a floor stock tax requires six month's lead time to allow adequate time to notice the different parties in the supply chain that they must pay the one-time lump-sum tax increase on their fuel inventories. The Committee may wish to consider adding a floor stock tax.

4. Sales and use tax impact. Existing Sales and Use Tax Law expressly includes within the definition of "gross receipts" and "sales price" the amount of any tax imposed by the state under the MVFTL. Thus, an increase in gasoline tax results in an increase in sales and use tax revenues. Although the fuel tax swap provides a state General Fund sales and use tax exemption on gasoline sales, a statewide base sales and use tax rate of 2.25% that is dedicated to local governments will continue to apply, as will higher tax rates in certain districts with voter-approved district tax rates.

5. Double-referral. The Senate Rules Committee ordered a double-referral of SB 16 to the Senate Committee on Transportation and Housing, which considered the bills' transportation funding provisions, and to the Senate Governance and Finance Committee, which will consider the bills' tax provision. The Senate Transportation & Housing Committee considered SB 16 at its hearing on April 29, and approved the bill on the vote of 6-1.

6. Urgency clause. As an urgency statute, SB 16 must be approved by 2/3 vote of each house of the Legislature. Regular legislation takes effect on the January 1 following its passage, but urgency bills take effect as soon as they're passed, signed, and chaptered. The Committee may wish to consider delaying the operative date to give the BOE time to implement the tax provisions of the bill.

7. Related bills.

- SB 321 (Beall) amends the method BOE uses to adjust the fuel tax swap rates. The bill was approved by the Committee on April 15, 2015.
- SB 433 (Berryhill) would require the Department of Finance, instead of the BOE, to determine the annual excise tax rate adjustment for gasoline and diesel fuel under the "fuel tax swap" provisions. The bill was approved by the Committee on April 22, 2015.

#### Support and Opposition (4/30/15)

Support: American Society of Civil Engineers; Associated General Contractors; California Alliance for Jobs; California Association of Councils of Governments; California Contract Cities Association; California State Association of Counties; California Infill Federation; City of Calexico; City of Cathedral City; City of Brisbane; City of Burbank; City of Clearlake; City of Downey; City of Gilroy; City of Hanford; City of Hayward; City of Hercules; City of Hughson; City of Lafayette; City of Lakeport; City of Los Altos; City of Livermore; City of Modesto; City of Montclair; City of Morgan Hill; City of Rancho Cucamonga; City of Rancho Mirage; City of Sacramento; City of San Jose; City of Santa Ana; City of Santa Clara; City of Santa Maria; City of Santa Rosa; City of Seaside; City of Soledad; City of Thousand Oaks; City of Watsonville; City of Whittier; CTM Construction; DeSilva Gates Construction; Granite Construction; League of California Cities; LIUNA Locals 777 & 792; Northern California Carpenters Regional

Council; Santa Clara County Board of Supervisors; Town of Danville; Transportation California; United Contractors.

Opposition: Association of California Car Clubs; Howard Jarvis Tax Payers Association.

-- END --

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# Memorandum

8.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** May 21, 2015

**SUBJECT:** State Route Relinquishment Proposal by Caltrans

**RECOMMENDATION:** Receive information on the State Route Relinquishment Proposal by Caltrans and take a legislative position on SB 254.

## Summary

State routes are key components of the regional and local transportation network. The California Department of Transportation (Caltrans) owns and operates the conventional state highways (state routes) in addition to the freeways in California. The California Streets and Highways Code Section 73 stipulates the requirements and the process for relinquishing a state route to a local jurisdiction.

The state began a legislative process through a budget trailer bill to amend the existing legislation for relinquishment and to require Caltrans to identify the routes that do not support regional travel and identify routes from this list as candidates for relinquishment. Subsequently, the relinquishment was transitioned out of a budget bill and incorporated into Senate Bill 254 (see Attachment A). Caltrans has begun the process of identifying potential state routes for relinquishment. Caltrans District 4 (in the Bay Area) has provided a draft list of state routes identified for potential relinquishment in Alameda County.

Alameda CTC has gathered information related to these state routes proposed for relinquishment in Alameda County to inform the jurisdictions and to facilitate discussion on what relinquishment of these routes entails, including assuming responsibility for the state routes and other implications of this proposal, and to identify next steps.

Based upon discussions at the PPLC meeting on May 11, 2015 on this item, staff recommends an oppose unless amended position on SB 254, including 1) define state of good repair jointly by the local jurisdiction and Caltrans; 2) if relinquishment proceeds, Caltrans brings the facility to a state of good repair, as jointly defined in item 1; and 3) Caltrans will not start relinquishment proceedings unless specifically requested by a local jurisdiction.

## Discussion

Alameda County's highway system consists of 140 miles of freeways and 71 miles of conventional state routes. These state routes uniquely support travel by all modes. Caltrans currently operates and maintains these routes.

The CA Streets and Highways Code Section 73 describes the authorized routes in the state highway system and includes provisions for relinquishment to local agencies of state routes that were deleted from the state highway system either through legislative enactment or through relocation. Existing law prohibits relinquishment of routes that were relocated until they were brought to state of good repair.

### **Proposed draft relinquishment by Caltrans**

The administration has proposed an amendment to existing legislation on the state routes relinquishment stating that the routes on the state highway system that primarily support regional travel and do not facilitate interregional movement of people and goods are typically best managed by local or regional entities. In this regard, the proposal removes the clause for relinquishment of the routes deleted by legislative enactment. The proposal requires Caltrans to identify a list of potential routes that do not support regional travel by October 1, 2015 and to indicate which of those routes or segments are candidates for relinquishment, including the cost associated with maintaining or preserving these routes.

The proposal also states that if and when a particular state route is determined to be relinquished, the department will give 90-day notification to the concerned local agency's elected body. The local agency can protest, stating reasons including but not limited to citing the route to not be in a state of good repair, etc. However, the proposal does not require a state of good repair on these routes proposed for relinquishment by meeting the inter-regional travel criteria before Caltrans relinquishes them to local jurisdictions.

Table 1 on the following page and Attachments B and C show the list of state routes/segments in Alameda County proposed for relinquishment. Out of 71 miles of state routes within Alameda County, Caltrans District 4 has identified 34.3 miles as potential routes for relinquishment. Two state route segments of 3.0 miles in total length, 1.0 mile of SR 61 (Webster Street) in Alameda and 2.0 miles of SR 238 in Hayward, have already been relinquished. Relinquishment is in progress for 7.3 miles of routes in Hayward and Fremont.

The state routes (SRs) of interregional significance that Caltrans proposed to retain include:

- SR 84 – between SR 238 and I-580
- SR 262 – between I-880 and I-680
- SR 260 – Posey and Webster Tubes
- SR 61 – I-880 and Oakland Airport; Atlantic Avenue in Alameda and Posey and Webster Tubes
- SR 92 (Foothill Boulevard) – between SR 238 (Mission) and I-580

With the exception of the City of Berkeley that expressed interest in having Caltrans relinquish SR 13 (Ashby) in Berkeley, Caltrans District 4 indicated that no other local jurisdictions has contacted District 4 to express interest in relinquishment of a state route. If

any jurisdictions are interested in relinquishment, it is important to understand the implications and responsibilities of taking over a state route.

**Table 1 Proposed Relinquishment of State Route Segments in Alameda County**

State Route	Beginning Point	Ending Point	Length (miles)	Jurisdiction	Relinquishment Status/ Caltrans Interest
13	SR 24	I-80	4.31	Berkeley	Initial discussion held with Caltrans; interest expressed by local jurisdiction
112	I-880	SR 185 (E-14 <sup>th</sup> )	1.18	San Leandro	High Caltrans interest; no recent inquiries made or no interest by locals
61	Hegenberger Rd	Webster St	5.90	Alameda Oakland	High Caltrans interest; no recent inquiries made or no interest by locals
77	I-880	SR 185 (E-14 <sup>th</sup> )	0.35	Oakland	High Caltrans interest; no recent inquiries made or no interest by locals
185	A St	Hayward City Limit	0.53	Hayward	Relinquishment in process; initial agreements in place
185	Hayward City Limit (North)	SR 77	9.56	Alameda County Oakland San Leandro	High Caltrans interest; no recent inquiries made or no interest by locals
84	I-880	SR 238	3.88	Fremont	Relinquishment in process; initial agreements in place
92	Santa Clara St	Watkins St	1.37	Hayward	Relinquishment in process; initial agreements in place
123	I-580	Contra Costa County Line	5.18	Berkeley Emeryville Oakland	High Caltrans interest; no recent inquiries made or no interest by locals
238	I-680	City Limit of Hayward/Union City	7.81	Fremont Union City	High Caltrans interest; no recent inquiries made or no interest by locals
	Industrial Parkway	Hayward City Limit	1.51	Hayward	Relinquishment in process; initial agreements in place
<b>Total Length of State Routes Proposed to Be Newly Relinquished</b>			<b>34.3</b>		
Relinquishment in Progress			7.3		

Source: Caltrans District 4 (see Attachment C).

### Information and condition of the proposed routes for relinquishment

To facilitate a better understating of the condition, performance, key infrastructure, and role these proposed relinquishments play in the countywide core transportation network, Alameda CTC has gathered information on the following:

- Pavement Condition
- Infrastructure

- Bridges and overpasses
  - Transit routes
  - Bike routes
- Operations
  - Traffic volume
  - Speed
- Land Use Support
  - Surrounding land use
- Safety
  - Collisions

Information was requested from Caltrans on the cost of operations and maintenance, and utilities on these routes, among other data. Alameda CTC has not received this information.

Summary of information on these proposed routes

- Pavement Condition (Attachment D, Pavement Condition Map)
  - Overall pavement condition on these proposed state routes is **mostly distressed** or at-risk, based on the Caltrans assessment.
- Infrastructure (Attachment E, Bridge and Overpass Condition Map; Attachment F, Transit Routes Map; and Attachment G, Bike Facilities Map)
  - Bridges and Overpasses: Six bridges over water bodies and one overpass over I-880 exists on these proposed routes. In 2013, the Federal Highway Administration stated that the routes are in a structurally sufficient condition (as of 2012).
  - Transit Routes: The majority of the routes proposed for relinquishment have transit routes running along them. About 194 total directional miles of bus routes run along the proposed roads. The amenities on these roads are expected to be commensurate with the level of transit service on these routes. SR 123 (San Pablo) has 20 transit routes, the highest number, followed by SR 13 and SR 185 with the number of transit routes ranging between 16 and 20.
  - Bike facilities: There are 34 miles of bike facilities along these routes. Most of them are in South County, and some are along SR 61, SR 185 and SR 13 in the North County.
- State Route Operations (Attachment H, Average Daily Traffic Volume Map; Attachment I, AM Peak-Period Level of Service Map; and Attachment J, PM Peak-Period Level of Service Map)
  - Traffic Volume: In 2013 the highest average daily traffic volume of 54,000 was observed on SR 92 at I-880. Average daily traffic volume was found to be high (over 30,000) where the state routes connect to the freeways, two state routes meet, and at Alameda's Bay Farm bridge.

- Level of Service (LOS): Generally, state route segment connections to freeways are performing at congested conditions (LOS E or F) during peak periods. SR 84 in Fremont in the morning and SR 123 (San Pablo) in the evening performed at LOS F.
- Key Land Use Supported (Attachment K, Surrounding Land Use Map)
  - The proposed state routes serve generally an intense mix of residential and businesses (along SR 123 and SR 185) and some industrial areas where the state routes parallel the freeway (SR 123). Key interregional facility or activity centers located on these routes are Oakland International Airport along SR 61 and Bay Fair Mall on SR 185. Additionally, San Leandro and Hayward downtowns are traversed by the state routes, and SR 238 in Fremont traverses through dense business areas.
- Safety (Attachment L, Collisions Map)
  - Between 2008 and 2013, a total of 92 collisions that either included serious injuries or were fatal occurred on these routes as shown in Attachment L. Out of the 92 collisions, 18 involved fatalities. Many collisions were along SR 185, and a few were on SR 123 and SR 61.

### **Potential implications of the relinquishment**

The Caltrans proposal could have significant financial implications on local jurisdictions, since the proposed state route relinquishments have no funding committed to them. The only potential upside to this proposal is if any jurisdiction desires to do street rehabilitation or redesign to suit a planned land use context, and if the proposed design does not meet the Caltrans design guidelines (generally due to right-of-way constraints), then the jurisdiction doesn't have to go through the Caltrans design-exemption process and can implement the planned design without any challenges.

The key impacts to assuming the state routes are funding issues for operations and maintenance, and liabilities from high number of collisions. Having key infrastructure on these routes compound the maintenance need. While lack of information on utilities underground and intelligent transportation system infrastructure and coordination with adjacent jurisdictions on these state routes is an issue, available data shows that this proposal could have a significant financial impact on the jurisdictions.

In addition, a majority of these routes are in a "distressed" state, indicating considerable funding is needed to bring the routes to a state of good repair. Also, some of these routes pass through more than one jurisdiction (SR 123 and SR 238), and some are potential freeway congestion-reliever routes (SR 92, SR 238, and SR 123). Rather than the local jurisdictions assuming control of state routes, it may be more important to keep these routes as a part of the state system, so they can be maintained as part of the higher level transportation system, which is beyond the capability of any one jurisdiction.

Based upon discussions at the PPLC meeting on May 11, 2015 on this item, staff recommends an oppose unless amended position on SB 254, including 1) define state of good repair jointly

by the local jurisdiction and Caltrans; 2) if relinquishment proceeds, Caltrans brings the facility to a state of good repair, as jointly defined in item 1; and 3) Caltrans will not start relinquishment proceedings unless specifically requested by a local jurisdiction.

**Fiscal Impact:** There is no fiscal impact.

### **Attachments**

- A. Senate Bill 254 Amended on April 22, 2015
- B. Map of State Routes in Alameda County and Relinquishment Status
- C. Details of Proposed State Routes for Relinquishment from Caltrans
- D. State Route Segments Proposed for Relinquishment – Pavement Condition Map
- E. State Route Segments Proposed for Relinquishment – Bridge and Overpass Condition Map
- F. State Route Segments Proposed for Relinquishment – Transit Routes Map
- G. State Route Segments Proposed for Relinquishment – Bike Facilities Map
- H. State Route Segments Proposed for Relinquishment – Traffic Volume Map
- I. State Route Segments Proposed for Relinquishment – AM Peak-Period Level of Service Map
- J. State Route Segments Proposed for Relinquishment – PM Peak-Period Level of Service Map
- K. State Route Segments Proposed for Relinquishment – Surrounding Land Use Map
- L. State Route Segments Proposed for Relinquishment – Collisions Map

### **Staff Contacts**

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

[Saravana Suthanthira](#), Senior Transportation Planner

[Daniel Wu](#), Assistant Transportation Planner

BILL NUMBER: SB 254 AMENDED  
BILL TEXT

8.2A

AMENDED IN SENATE APRIL 22, 2015

INTRODUCED BY Senator ~~Leyva~~ Allen

FEBRUARY 18, 2015

~~An act to amend Section 30275 of the Public Utilities Code, relating to transit districts.— An act to amend Section 73 of the Streets and Highways Code, relating to state highways.~~

LEGISLATIVE COUNSEL'S DIGEST

SB 254, as amended, ~~Leyva~~ Allen .  
~~Transit districts; ordinances.— State highways; relinquishment.~~

Existing law gives the Department of Transportation full possession and control of all state highways. Existing law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Existing law also provides for the commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment or have been superseded by relocation, and in certain other cases. Existing law prohibits relinquishments of those segments that have been superseded by relocation until the department has placed them in a state of good repair and maintenance, as defined, including litter removal, weed control, and tree and shrub trimming.

This bill would revise and recast these provisions to delete the requirement that the portion to be relinquished be deleted from the state highway system by legislative enactment or superseded by relocation. The bill would authorize the commission to relinquish to a county or a city a portion of a state highway that is not part of the interregional road system, if the department has entered into an agreement with the county or city providing for the relinquishment and the road has been placed in a state of good repair. The bill would delete the requirement that good repair includes maintenance.

The bill would require the department, not later than April 1, 2016, and biennially thereafter, to make a specified report to the commission on which state highway routes or segments primarily serve regional travel and do not primarily facilitate interregional movement of people and goods. The bill would also authorize the department to identify in the report which of those routes and segments are the best candidates for relinquishment.

The bill would also authorize the commission to relinquish a portion of a state highway to a county or city, if the department and the county or city concerned have entered into an agreement providing for the relinquishment of a portion of a state highway, within the territorial limits of the county or city, that is not an interstate highway and does not primarily facilitate the interregional movement of people and goods, as determined in the report. The bill would also require that the relinquishment of those routes and segments is subject to certain conditions, including that the department complete a specified cost-benefit analysis and hold a public hearing on the proposed relinquishment.

The bill would require the commission to compile a list of all portions of the state highway system relinquished in the previous 12 months and include this information in its annual report to the Legislature, as specified.

~~Existing law provides for the creation of the Southern California Rapid Transit District in and around the County of Los Angeles, with specified powers and duties relative to providing public transit service. Existing law requires an ordinance passed by the board of directors of the district to be published once within 15 days after passage in a newspaper of general circulation printed and published in the district.—~~

~~This bill would authorize the district to print and publish an ordinance in a newspaper of general circulation more than once within 15 days after passage. The bill would require the district to also make an ordinance available online on appropriate Internet Web sites within 15 days after passage. By requiring a local agency to perform an additional duty, this bill would impose a state-mandated local~~

~~program.~~

~~The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.~~

~~This bill would provide that no reimbursement is required by this act for a specified reason.~~

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: ~~yes~~ no .

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 73 of the Streets and Highways Code is amended to read:

~~73. The commission shall relinquish to any county or city any portion of any state highway within the county or city that has been deleted from the state highway system by legislative enactment, and the relinquishment shall become effective upon the first day of the next calendar or fiscal year, whichever first occurs after the effective date of the legislative enactment. It may likewise relinquish any portion of any state highway that has been superseded by relocation. Whenever~~

73. (a) The Legislature finds and declares both of the following:

(1) Ownership and management of transportation infrastructure should be placed at the most appropriate level of government. Transportation infrastructure primarily serving regional travel and not primarily facilitating interregional movement of people and goods is typically best managed by local and regional government entities. Transportation infrastructure, including interstate highways, that is needed to facilitate interregional movement of people and goods is typically best managed at the state government level.

(2) The Legislature intends for the department to identify routes, and segments of routes, that may be appropriate candidates for relinquishment and to streamline the process of approving relinquishments where the department and the city or county have entered into an agreement providing for the relinquishment.

(b) (1) The commission may relinquish to a county or city a portion of a state highway within the county or city that is not part of the interregional road system as defined in Section 164.3.

(2) The commission shall not relinquish a portion of a state highway pursuant to paragraph (1) until the department has entered into an agreement with the county or city providing for the relinquishment and the department has placed the highway in a state of good repair. This requirement shall not obligate the department for widening, new construction, or major reconstruction.

(c) Whenever the department and the county or city concerned have entered into an agreement providing therefor, or the legislative body of the county or city has adopted a resolution consenting thereto, the commission may relinquish, to that county or city, any frontage or service road or outer highway, within the territorial limits of the county or city, ~~which has a right-of-way of at least 40 feet in width and which~~ that has been constructed as a part of a state highway project, but does not constitute a part of the main traveled roadway thereof. ~~The~~

(d) The commission may also relinquish, to a county or city within whose territorial limits it is located, any nonmotorized transportation facility, as defined in Section 887, constructed as part of a state highway project if the county or city, as the case may be, has entered into an agreement providing therefor or its legislative body has adopted a resolution consenting thereto.

(e) (1) The commission may relinquish a portion of a state highway to a county or city if the department and the county or city concerned have entered into an agreement providing for the relinquishment of that portion of that state highway, within the territorial limits of the county or city, that is not an interstate highway and does not primarily facilitate the interregional movement of people and goods as determined in the report described in subdivision (h). The department and the county or city shall agree upon the condition or state of the relinquished portion of the state highway at the time of its transfer from the department to the county or city. The agreement shall specify any financial terms upon which the department and county or city have agreed. The agreement shall transfer all legal liability for the relinquished portion of the state highway at the time of its transfer from the department to the county or city.



(2) A relinquishment pursuant to paragraph (1) shall not occur unless all of the following conditions are met:

(A) The commission has determined the relinquishment is in the best interest of the state.

(B) The department completes a cost-benefit analysis on behalf of the state, that may include a review of route continuity, market value assessments of the proposed relinquishment and associated parcels, a review of historical and estimated future maintenance costs of the proposed relinquishment, or any other quantifiable economic impacts.

(C) The commission holds a public hearing on the proposed relinquishment.

(3) Upon relinquishment of a portion of a state highway under this subdivision, the county or city accepting the relinquished former portion of state highway shall maintain within its jurisdiction signs directing motorists to the continuation of the remaining portions of the state highway, if any, to the extent deemed necessary by the department.

~~Relinquishment~~

(f) Relinquishment shall be by resolution. A certified copy of the resolution shall be filed with the board of supervisors or the city clerk, as the case may be. A certified copy of the resolution shall also be recorded in the office of the recorder of the county where the land is located and, upon its recordation, all right, title, and interest of the state in and to that portion of ~~any~~ state highway shall vest in the county or city, as the case may be, and that highway or portion thereof shall thereupon constitute a county road or city street, as the case may be.

~~The~~

(g) The vesting of all right, title, and interest of the state in and to portions of ~~any~~ state highways heretofore relinquished by the commission, in the county or city to which it was relinquished, is hereby confirmed.

(h) Not later than April 1, 2016, and biennially thereafter, the department shall report to the commission on which state highway routes or segments primarily serve regional travel and do not primarily facilitate interregional movement of people and goods. The department may identify these routes or segments by one or more categories and shall indicate which routes and segments are the best candidates for relinquishment. The report shall include an aggregate estimate of future maintenance and preservation costs of the identified routes and segments. The commission, in consultation with the department, shall develop guidelines for this report.

~~Prior~~

(i) (1) Prior to relinquishing ~~any~~ a portion of a state highway to a county or a ~~city, except where required by legislative enactment,~~ ~~c~~ city pursuant to subdivisions (b) to (d), inclusive, the department shall give 90 days' notice in writing of intention to relinquish to the board of supervisors, or the city council, as the case may ~~be.~~ be, of both the jurisdiction and location of the portion of the state highway to be relinquished and the jurisdictions immediately adjacent to the route where the state highway continues. Where the resolution of relinquishment contains a recital as to the giving of the notice, adoption of the resolution of relinquishment shall be conclusive evidence that the notice has been given.

~~The commission shall not relinquish to any county or city any portion of any state highway that has been superseded by relocation until the department has placed the highway, as defined in Section 23, in a state of good repair. This requirement shall not obligate the department for widening, new construction, or major reconstruction, except as the commission may direct. A state of good repair requires maintenance, as defined in Section 27, including litter removal, weed control, and tree and shrub trimming to the time of relinquishment.~~

~~Within~~

(2) Within the 90-day period, the board of supervisors or the city council may protest in writing to the commission stating the reasons therefor, including, but not limited to, objections that the highway is not in a state of good repair, or is not needed for public use and should be vacated by the commission. ~~In the event that~~ If the commission does not comply with the requests of the protesting body, it may proceed with the relinquishment only after a public hearing given to the protesting body on 10 days' written notice.

(j) The commission shall compile a list of all portions of the

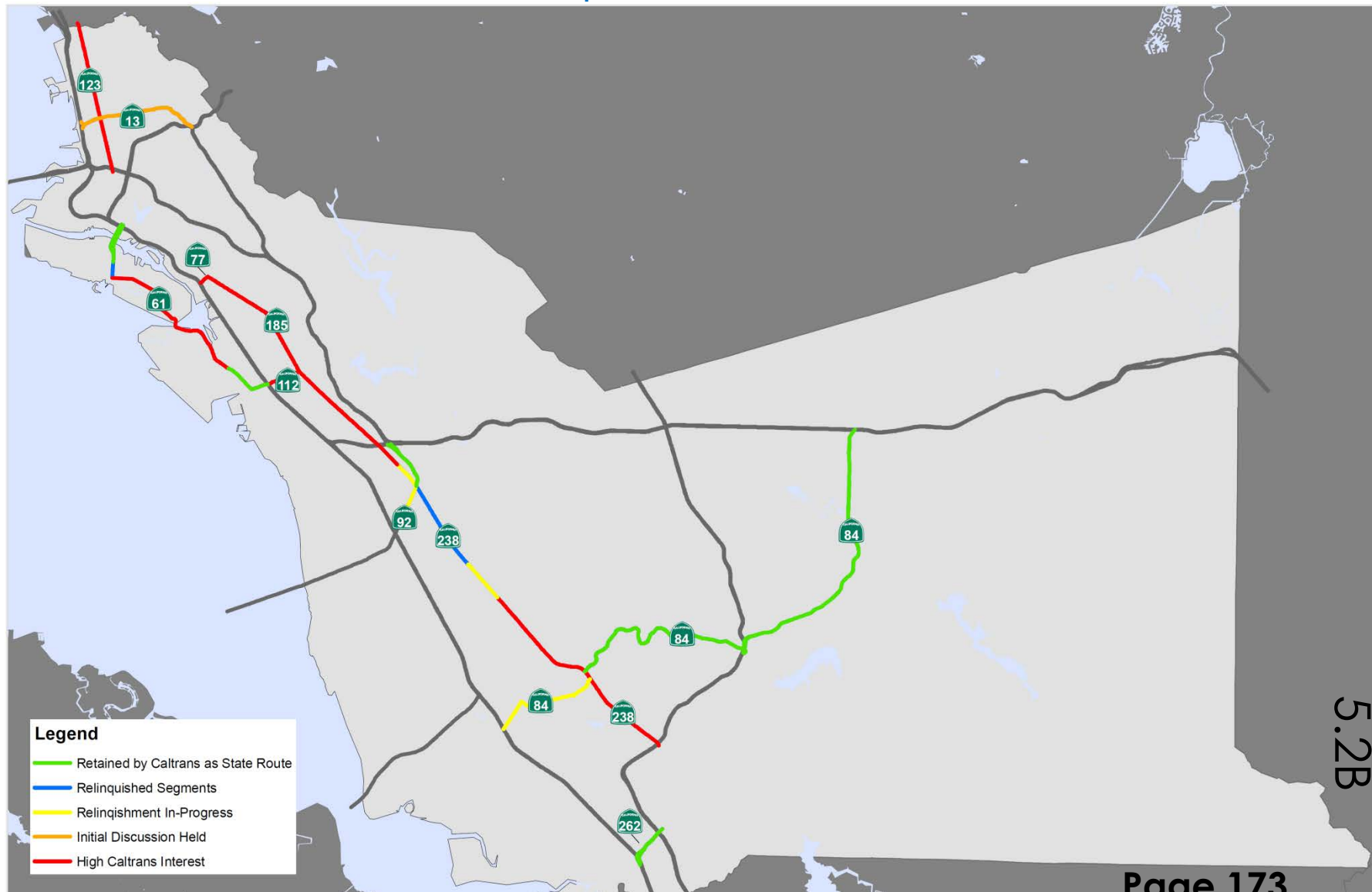
*state highway system relinquished in the previous 12 months and include this information in its annual report to the Legislature pursuant to Section 14535 of the Government Code.*

~~SECTION 1. Section 30275 of the Public Utilities Code is amended to read:~~

~~30275. An ordinance shall be signed by the president or the vice president of the board and attested by the secretary. An ordinance shall be published at least once within 15 days after passage in a newspaper of general circulation printed and published in the district and shall also be made available online on appropriate Internet Web sites within 15 days after passage.~~

~~SEC. 2. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because a local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act, within the meaning of Section 17556 of the Government Code.~~

# State Routes in Alameda County Relinquishment Status



5.2B

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## Details of Proposed State Routes for Relinquishment from Caltrans

DIVISION OF TRANSPORTATION PLANNING  
2014 State Highway Proposed Relinquishments of Urban Conventional Highways

**District:** 4  
**Contact:** Ina Gerhard  
**Phone #:** 510.286.5598  
**Date:** 10/16/2014

**Selection criteria:**  
- Segment has, or will likely garner local support  
- Segment location is a conventional highway within an urbanized area or incorporated city  
- Segment no longer serves interregional travel and acts more as a local arterial

Relinquishment in process; initial agreements in place.  
Initial discussion held; some interest by locals.  
High D4 interest; no recent inquiries made or no interest by locals.  
Other facilities

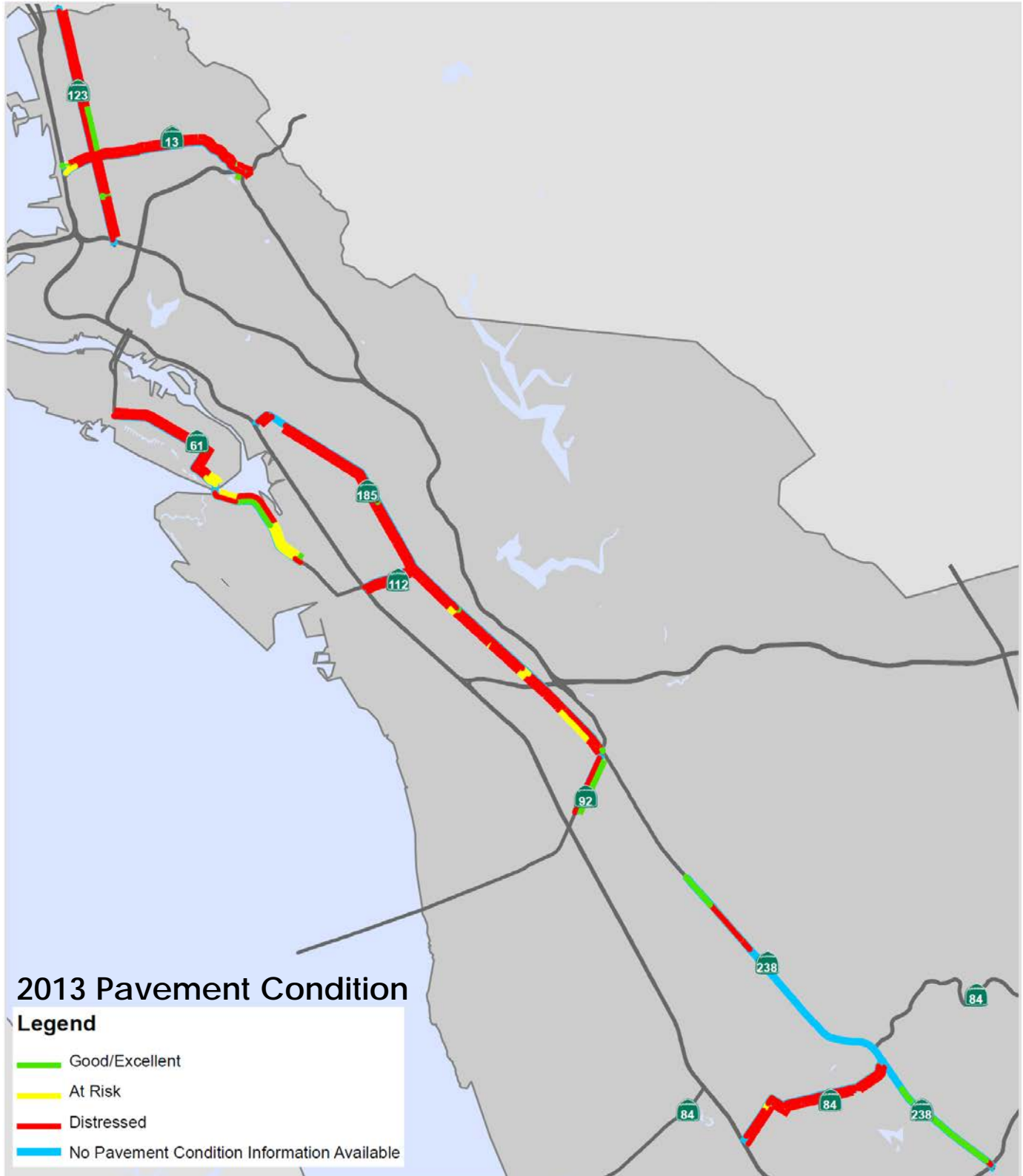
Route	County	Segment Description	P.M. Begin	P.M. End	Center Line Mileage	Line Miles	Local support likely (Y/N)	Issues	District Justification / Comments
92	ALA	Santa Clara Street to Watkins Street; conventional city street serving local traffic.	6.78	8.15	1.268	6.478	Y		PSR completed in 2010. To be relinquished after completion of 238 Corridor Improvement Project (LATIP*). Hayward received CTC authorization (August 2014) for use of LATIP funds to start project development work, with the understanding that City will accept relinquishment prior to start of construction (target construction 2016).
185	ALA	A Street to Hayward city limits; conventional city street serving local traffic.	0.38	0.91	0.564	2.258	Y		PSR completed in 2010. To be relinquished after completion of 238 Corridor Improvement Project (LATIP*). Hayward received CTC authorization (August 2014) for use of LATIP funds to start project development work, with the understanding that City will accept relinquishment prior to start of construction (target construction 2016).
238	ALA	Industrial Pkwy to southern Hayward city limits (Blanche Street); conventional city street serving local traffic.	7.813	9.32	1.494	5.976	Y		Hayward received CTC authorization (August 2014) for use of LATIP funds to start project development work, with the understanding that City will accept relinquishment prior to start of construction (target construction 2016).
84	ALA	Jct 880 to Jct 238; conventional city street serving local traffic.	6.948	10.83	0	0	Y		In accordance to MOU with the City of Fremont, Caltrans recommends city move forward with no-cost relinquishment in advance of LATIP funding through legislative enactment.
13	ALA	SR 24 to I-80; Conventional - Primarily Local Traffic	R9.621	13.931	4.265	14.108		No official request, but initial interest expressed by Berkeley; Oakland unknown.	Primarily serving as local street.
61	ALA	Hegenberger Rd in Oakland to Webster St in Alameda; Conventional city street facility serving Oakland Airport and local traffic.	16.07	21.967	5.897	20.464	Local support unclear	SR 61 connection to the Oakland Airport is retained.	Serving as local street.
77	ALA	I-880 to SR 185; urban conventional facility serving local traffic (Davis Street).	0.098	0.452	0.354	1.416	Local support unclear		Serving as local street.
112	ALA	I-880 to SR 185; City street conventional facility serving local traffic; accesses Oakland Airport from I-880 (aka Davis Street).	0.6	1.782	1.18	4.72	Local support unclear		Relinquish portion from 185 to 880; retain 112 for portion connecting I-880 to SR 61 (Airport access).
123	ALA	I-580 to I-80; conventional urban arterial serving local traffic.	ALA 0.000/5.177	CC 0.000/2.198	7.366	31.908	Local support unclear	Potential conflict with ICM effort. Alameda CTC will require legal agreement for freeway system management.	
185	ALA	Northern Hayward city limit to SR 77 in Oakland; urban arterial serving local traffic.	0.91	10.473	9.519	37.666	Local support unclear	Hayward portion of SR 185 is relinquished as part of the LATIP*.	Local street. AC Transit BRT to be implemented in the corridor.
238	ALA	I-680 to Hayward/Union City limits; conventional highway serving local and regional traffic.	0.00	7.813	7.813	31.252	Local support unclear		Local arterial; northern portion already relinquished. Pavement rehab completed late 2011.

Notes: \* LATIP = Central Alameda County Local Alternative Transportation Improvement Program

Relinquishment in process; initial agreements in place.  
Initial discussion held; some interest by locals.  
High D4 interest; no recent inquiries made or no interest by locals.

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# State Routes Segments Proposed for Relinquishment Pavement Condition 8.2D



Source: Caltrans Highway Pavement Condition Inventory

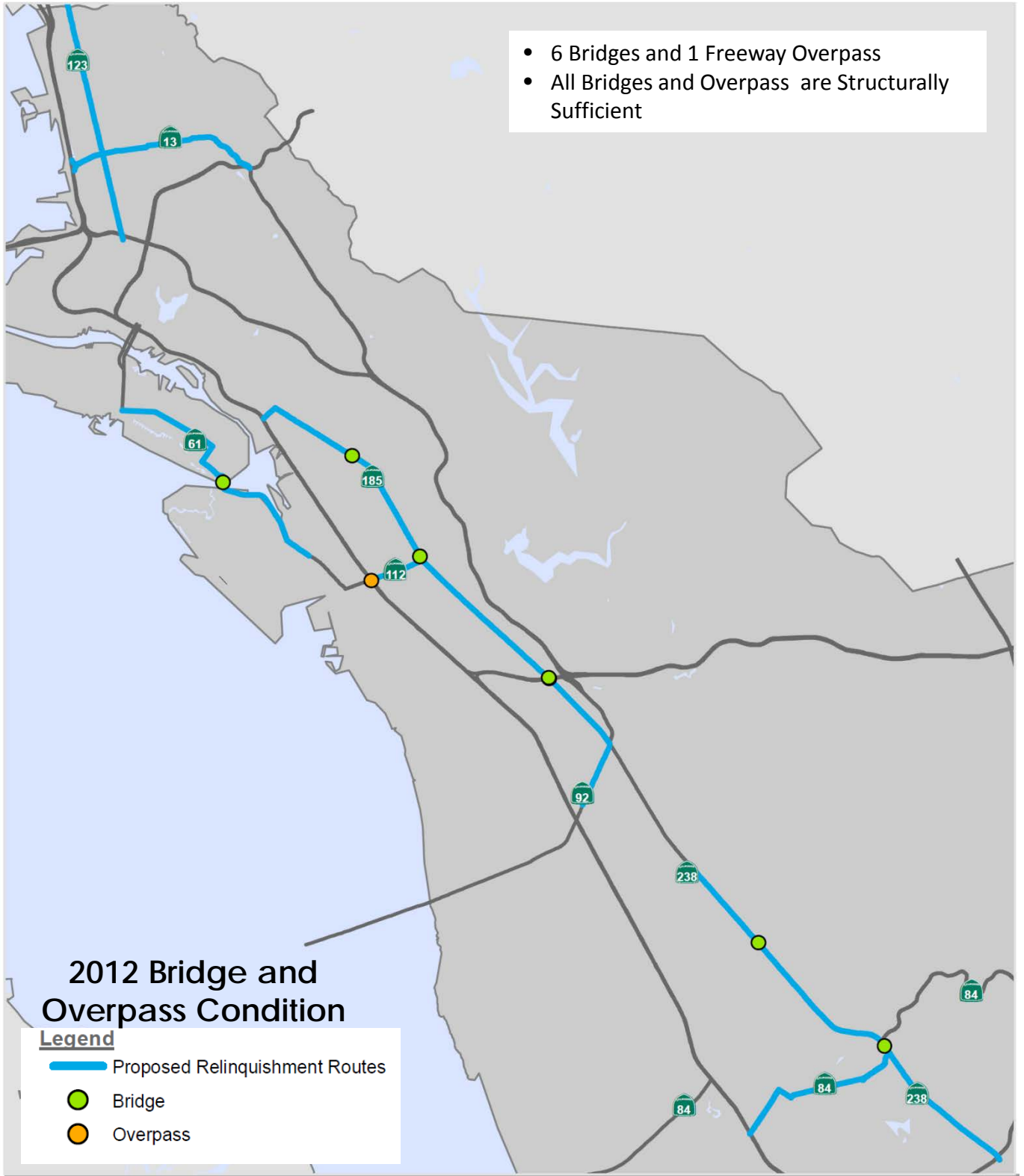
Note: Some segments do not have directional pavement data **Page 177**

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# State Routes Segments Proposed for Relinquishment

## Bridge and Overpass Condition 8.2E



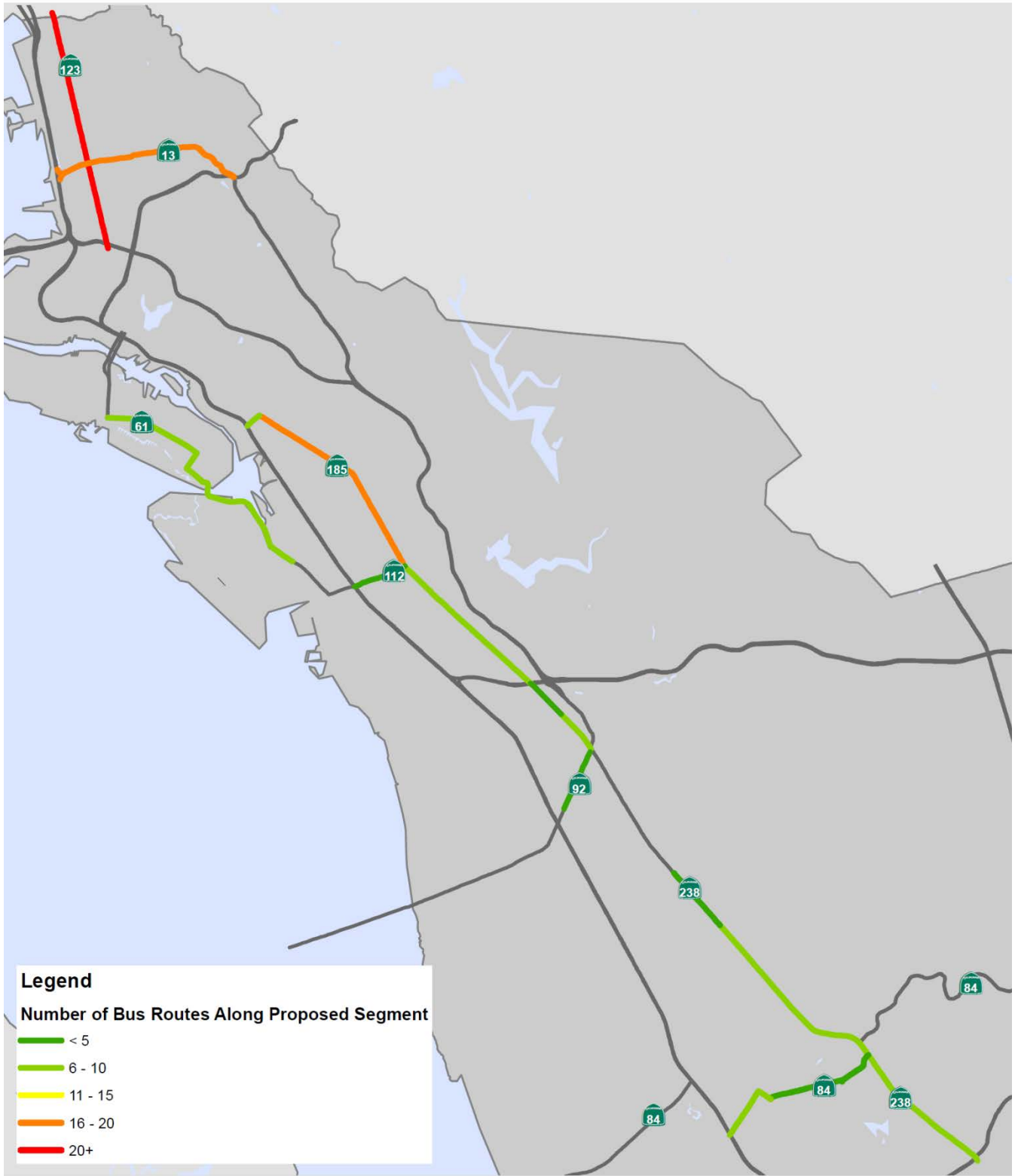
Source: Federal Highway Administration: National Bridge Inventory (1992-2012)

Note: Structural sufficiency is defined by the National Bridge Inventory's scoring criteria for bridge deck area

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# State Routes Segments Proposed for Relinquishment Transit Routes

8.2F



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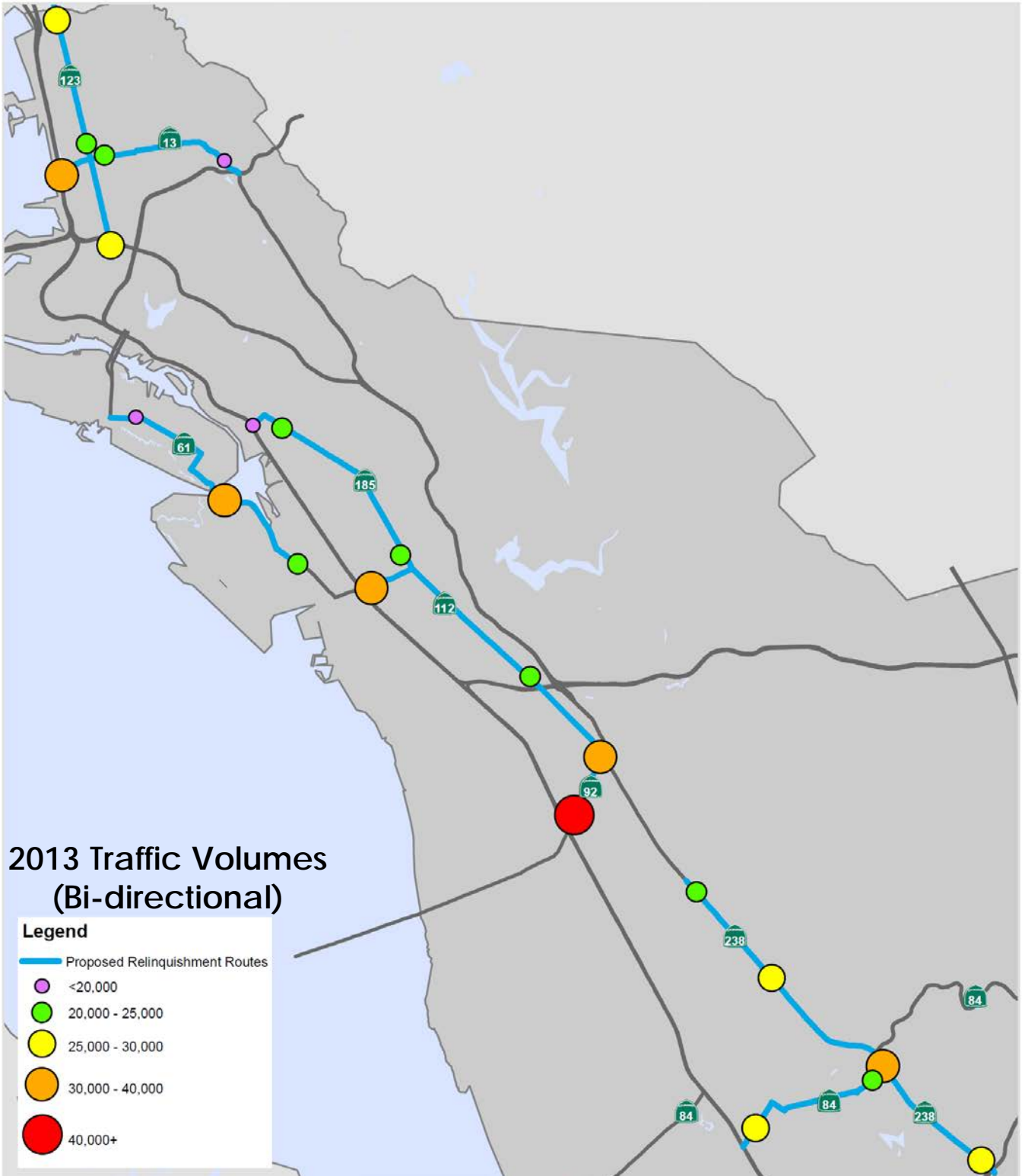
# State Routes Segments Proposed for Relinquishment Bike Facilities 8.2G



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# State Routes Segments Proposed for Relinquishment

## Traffic Volume 8.2H



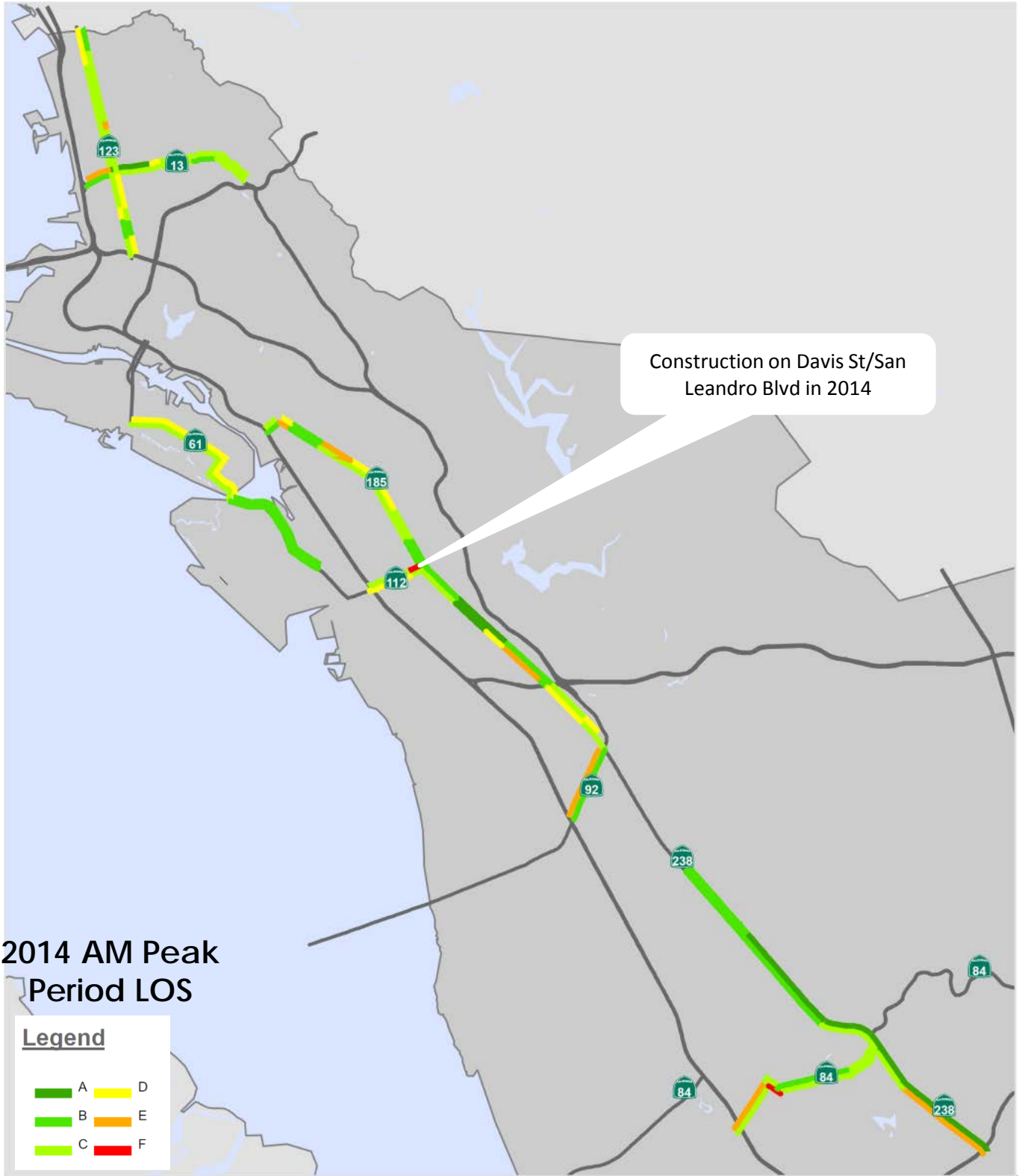
Source: Caltrans 2013 Traffic Census Database

Note: Traffic Volume is bi-directional Annual Average Daily Traffic (AADT) for all vehicles

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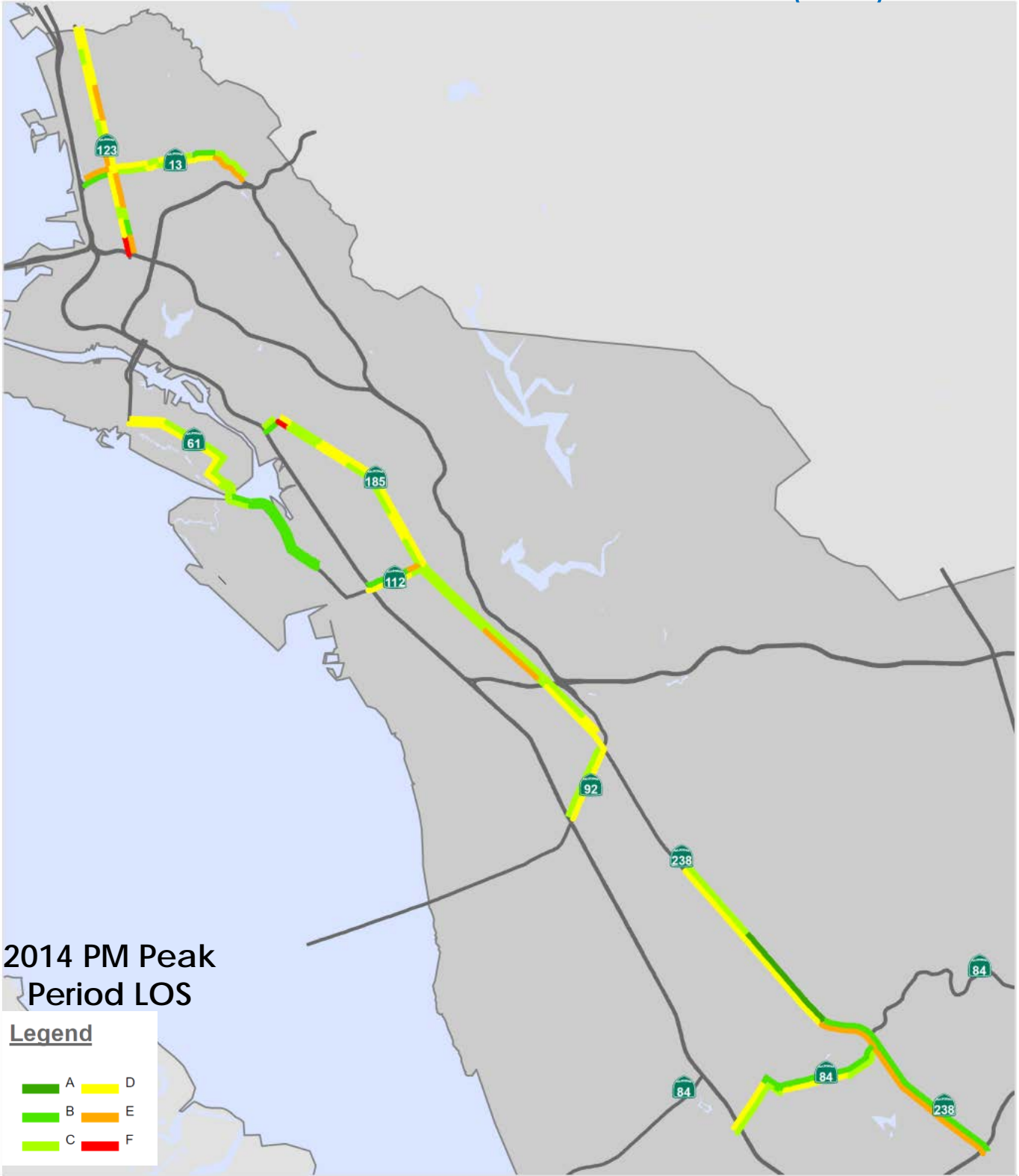


# State Routes Segments Proposed for Relinquishment AM Peak Period Level of Service (LOS) 8.21



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# State Routes Segments Proposed for Relinquishment PM Peak Period Level of Service (LOS) 8.2J



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# State Routes Segments Proposed for Relinquishment

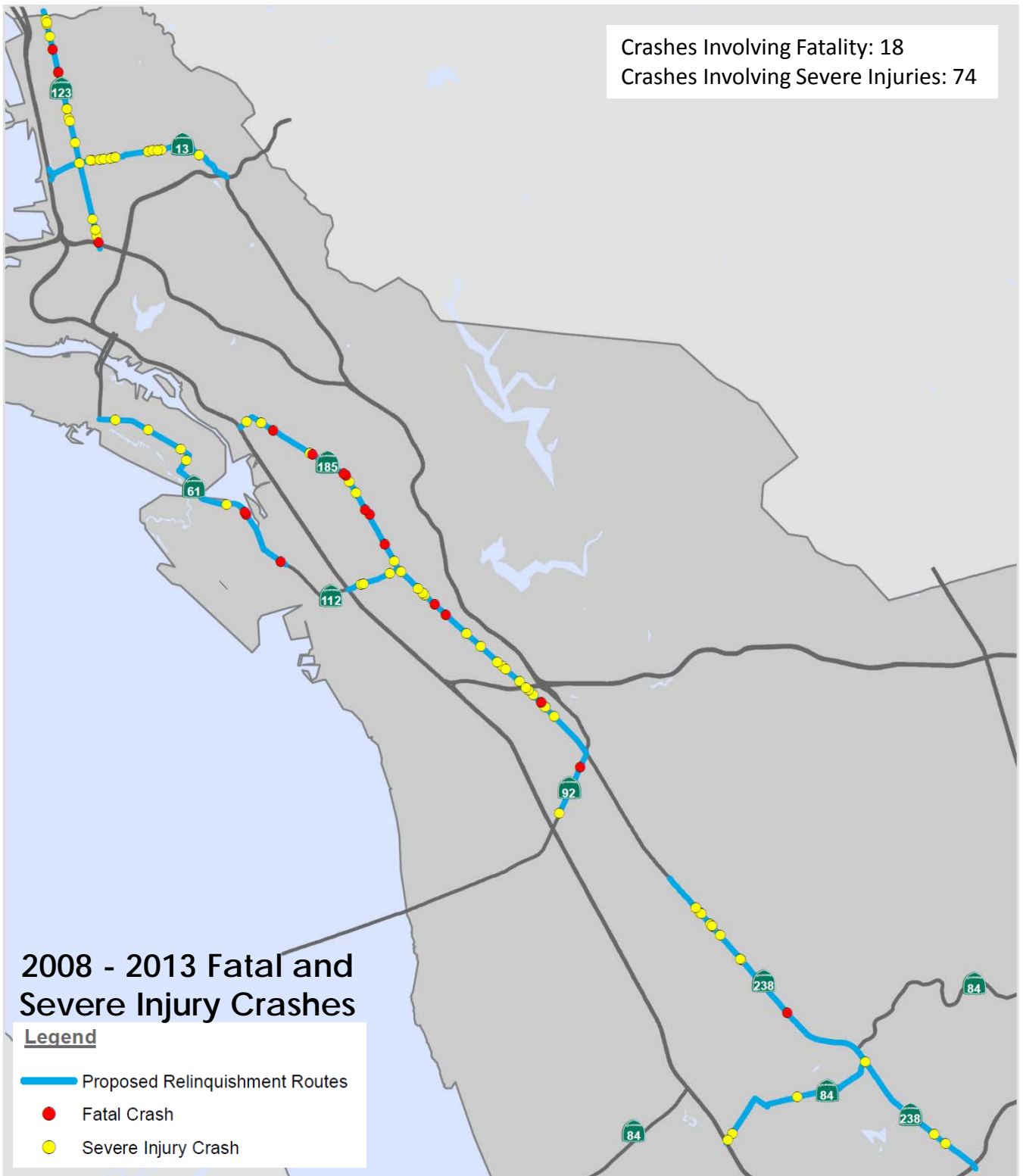
## Surrounding Land Use 8.2K



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# State Routes Segments Proposed for Relinquishment

## Collisions 8.2L



Source: CHP Statewide Integrated Traffic Records System (SWITRS)

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# Memorandum

9.1

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

**DATE:** May 21, 2015

**SUBJECT:** Investment Policy

**RECOMMENDATION:** Approve the Alameda CTC investment policy.

## Summary

An update to the Alameda CTC investment policy is attached as a red line version to show the changes recommended since the Alameda CTC investment policy was adopted in April 2014. The only material change to the policy is to *Section VIII. Authorized Investments* where item 14 has been added which allows for the investment in:

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

These types of investments are frequently referred to as Supranationals. Supranationals are international development institutions that provide financing, advisory services and other financial services to their member countries to achieve the overall goal of improving living standards through sustainable economic growth. Investments in Supranationals is authorized for local agency funds per section 53601(q) of the California Government Code for up to 30 percent of an agencies portfolio. However, staff is recommending that the Alameda CTC's policy be more restrictive and allow for investments in Supranationals for up to 10 percent of the Alameda CTC's portfolio. This investment option, as authorized in California Government Code, will allow for additional flexibility in the Alameda CTC's portfolio when choosing high grade, secure investments.

## Background

The proposed investment policy was developed in accordance with the California Government Code in order to define parameters and guide staff and investment advisors in managing Alameda CTC's investment portfolio. The policy formalizes the framework for Alameda CTC's investment activities that must be exercised to ensure effective and prudent fiscal and investment management of Alameda CTC's funds. The guidelines are intended to be broad enough to allow staff and the investment advisors to function properly within the

parameters of responsibility and authority, yet specific enough to adequately safeguard the investment assets. The primary objectives of the investment activities within the policy, in order of priority, are to safeguard Alameda CTC assets by mitigating credit and interest rate risk, provide adequate liquidity to meet all operating requirements of Alameda CTC, and attain a market rate of return on investments taking into account the investment risk constraints of safety and liquidity needs. Through the proposed investment policy, the Commission appoints the Executive Director and the Director of Finance and Administration as Investment Officers who will be responsible for the investment program of the Alameda CTC and will act responsibly as custodians of the public trust.

The policy requires the Investment Officers to design internal controls around investments that would prevent the loss of public funds from fraud, employee error, misrepresentation by third parties, unanticipated changes in financial markets or imprudent actions by employees and officers of the Alameda CTC. It also allows the Investment Officers to periodically reset performance benchmarks to reflect changing investment objectives and constraints.

### **Fiscal Impact**

There is no fiscal impact.

### **Attachments**

- A. Draft Alameda CTC Investment Policy May 2015

### **Staff Contact**

[Patricia Reavey](#), Director of Finance and Administration

## *Alameda County Transportation Commission*

### **Investment Policy**

~~May~~April 20154

#### **I. Introduction**

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

#### **II. Governing Authority**

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

#### **III. Scope**

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

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

#### **IV. General Objectives**

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

##### *1. Safety*

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

2. *Liquidity*

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

3. *Return*

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

V. **Standard of Care**

1. *Prudence*

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

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

2. *Delegation of Authority and Responsibilities*

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

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

Responsibilities of the Investment Officers - The Investment Officers are jointly responsible for the operation of the investment program. The Investment Officers shall act in accordance with written procedures and internal controls for the operation of the investment program consistent with the Investment Policy. All participants in the

investment process shall seek to act responsibly as custodians of the public trust. No officer may engage in an investment transaction except as provided under the terms of this policy and supporting procedures.

Responsibilities of the Investment Advisor - Alameda CTC may engage the services of one or more external investment advisors to assist in the management of the investment portfolio in a manner consistent with Alameda CTC's objectives. Investment advisors may be granted discretion to purchase and sell investment securities in accordance with this Investment Policy and the California Government Code and must be registered under the Investment Advisors Act of 1940 or be a bank, regulated by the Office of the Comptroller of the Currency (OCC) or Federal Reserve operating under the fiduciary exemption from the Security and Exchange Commission. Any investment advisor shall be required to prepare and provide comprehensive reports on Alameda CTC's investments on a monthly and quarterly basis, and as requested by Alameda CTC's Investment Officers. At no time shall the investment advisor maintain custody of Alameda CTC cash or assets.

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

## **VI. Selection of Financial Institutions and Broker/Dealers**

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

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

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

## **VII. Safekeeping and Custody**

### *1. Delivery vs. Payment*

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

*2. Third-Party Safekeeping*

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

*3. Internal Controls*

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

**VIII. Authorized Investments**

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

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

The following collateral restrictions will be observed: Only U.S. Treasury securities or Federal Agency securities, as described in VIII 1 and 2 above, will be acceptable collateral. All securities underlying Repurchase Agreements must be delivered to Alameda CTC's custodian bank versus payment or be handled under

a tri-party repurchase agreement. The total of all collateral for each Repurchase Agreement must equal or exceed, on the basis of market value plus accrued interest, 102 percent of the total dollar value of the money invested by Alameda CTC for the term of the investment. Since the market value of the underlying securities is subject to daily market fluctuations, the investments in repurchase agreements shall be in compliance if the value of the underlying securities is brought back up to 102 percent no later than the next business day. For any Repurchase Agreement with a term of more than one day, the value of the underlying securities must be reviewed on a regular basis.

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

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

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

Alameda CTC will enter into a Master Repurchase Agreement, substantially in the form approved by the Securities Industry and Financial Markets Association (SIFMA) and by Alameda CTC's counsel, with each firm with which it enters into Repurchase Agreements.

- a. Maximum maturity: 90 days
  - b. Maximum percent of portfolio: 20%
4. Obligations of the State of California or any local agency within the state, including bonds payable solely out of revenues from a revenue-producing property owned, controlled or operated by the state or any local agency or by a department, board, agency or authority of the state or any local agency.
- a. Maximum maturity: 5 years
  - b. Maximum percent of portfolio: 10%
  - c. Minimum credit quality: A (S&P); or A2 (Moody's); or A (Fitch)
  - d. Maximum per issuer: 5%
5. Registered treasury notes or bonds of any of the other 49 states in addition to California, including bonds payable solely out of revenues from a revenue-

producing property owned, controlled or operated by the state or by a department, board, agency or authority of any of the other 49 states, in addition to California.

- a. Maximum maturity: 5 years
  - b. Maximum percent of portfolio: 10%
  - c. Minimum credit quality: A (S&P); or A2 (Moody's); or A (Fitch)
  - d. Maximum per issuer: 5%
6. Bankers' Acceptances, otherwise known as bills of exchange or time drafts which are drawn on and accepted by a commercial bank.
- a. Maximum maturity: 180 days
  - b. Maximum percent of portfolio: 40%
  - c. Minimum credit quality: A1 (S&P); or P1 (Moody's); or F1 (Fitch)
  - d. Maximum per issuer: 5%
7. Commercial paper rated in the highest two short-term rating categories, as provided by a nationally recognized statistical rating organization. The entity that issues the commercial paper shall meet all of the following conditions: (a) is organized and operating in the United States as a general corporation; (b) has total assets in excess of five hundred million dollars (\$500,000,000); and (c) has debt other than commercial paper, if any, that is rated "A" or higher by a nationally recognized statistical-rating organization.
- a. Maximum maturity: 270 days
  - b. Maximum percent of portfolio: 25%
  - c. Minimum credit quality: A1 (S&P); or P1 (Moody's); or F1 (Fitch)
  - d. Maximum per issuer: 5%
8. Medium-term notes, defined as all corporate and depository institution debt securities with a maximum remaining maturity of five years or less, issued by corporations organized and operating within the United States or by depository institutions licensed by the U.S. or any state and operating within the U.S. Medium-term corporate notes shall be rated a minimum of "A" or its equivalent by a nationally recognized statistical rating organization.
- a. Maximum maturity: 5 years
  - b. Maximum percent of portfolio: 30%
  - c. Minimum credit quality: A (S&P); or A2 (Moody's); or A (Fitch)
  - d. Maximum per issuer: 5%



9. FDIC insured or fully collateralized time certificates of deposit in financial institutions located in California.
  - a. Maximum maturity: 1 year
  - b. Maximum percent of portfolio: 10%
  - c. Maximum per issuer: 5%
  
10. Negotiable certificates of deposit or deposit notes issued by a nationally or state-chartered bank, a savings association or a federal association, a state or federal credit union, or by a federally licensed or state-licensed branch of a foreign bank.
  - a. Maximum maturity: 3 years
  - b. Maximum percent of portfolio: 30%
  - c. Minimum credit quality: A (S&P); or A2 (Moody's); or A (Fitch)
  - d. Maximum per issuer: 5%
  
11. State of California Local Agency Investment Fund (LAIF)

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

- a. Maximum percent of portfolio: as determined by LAIF

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

12. The California Asset Management Program (CAMP)

- a. Maximum percent of portfolio: 5%

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

13. Shares of beneficial interest issued by diversified management companies that are money market funds registered with the Securities and Exchange Commission under the Investment Company Act of 1940 (15 U.S.C. Sec. 80a-1, et seq.). To be eligible for investment pursuant to this subdivision, these companies shall either: (1) attain the highest ranking or the highest letter and numerical rating provided by not less than two nationally recognized statistical rating

organizations; or (2) retain an investment advisor registered or exempt from registration with the Securities and Exchange Commission with not less than five years experience managing money market mutual funds with assets under management in excess of five hundred million dollars (\$500,000,000).

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

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

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

d.

*Important Notes:*

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

**IX. Ineligible Investments**

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

- 1. "Complex" derivative structures such as range notes, dual index notes, inverse floaters, leveraged or de-leveraged floating-rate notes, or any other complex variable-rate or structured note;

2. Interest-only strips that are derived from a pool of mortgages, or any security that could result in zero interest accrual if held to maturity;
3. Mortgage-backed pass-through securities;
4. Other mortgage-backed securities;
5. Collateralized mortgage obligations; and
6. Asset-backed securities.

**X. Investment Parameters**

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

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

#### **XI. Performance and Program Evaluation**

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

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



Appendix I

AUTHORIZED INVESTMENTS SUMMARY TABLE

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

Alameda CTC Investment Policy ~~May~~ April 2015

INVESTMENT	% OF PORTFOLIO		PURCHASE RESTRICTIONS	MAXIMUM MATURITY		MINIMUM CREDIT QUALITY	
	Per Cal. Gov't Code	Alameda CTC Policy	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy
Commercial paper of US corporations with total assets exceeding \$500,000,000	25%	25%	Max 5% of outstanding paper of any single issuer & max 5% of portfolio of any one issuer	270 days	270 days	A1 or P1 or F1	A1 or P1 or F1
Medium Term Corporate Notes of U.S. Corporations	30%	30%	Max 5% per issuer	Max 5 years	5 years	A	A (S&P) or A2 (Moody's) or A (Fitch)
California Collateralized Time Deposits	NA	10%	Max 5% per issuer	NA	1 year	NA	NA
Negotiable Certificate of Deposits	30%	30%	Max 5% per issuer	5 years	3 years	NA	A (S&P) or A2 (Moody's) or A (Fitch)
State of California- Local Agency Investment Fund (LAIF)	NA	NA	As limited by LAIF (currently \$50 million)	NA	NA	NA	NA
California Asset Management Program	NA	5%	NA	NA	NA	NA	NA
Shares of Beneficial Interests (Money Market Funds)	20%	20%	Max 5% per Prime fund, Max 10% per Government fund	NA	N/A	AAA	AAAm (S&P) or Aaa-mf (Moody's) or AAAMmf (Fitch)
<u>Obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank</u>	<u>30%</u>	<u>10%</u>	<u>NA</u>	<u>5 years</u>	<u>5 years</u>	<u>AA</u>	<u>AA (S&amp;P) or Aa (Moody's) or AA (Fitch)</u>

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# Memorandum

9.2

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

**DATE:** May 21, 2015

**SUBJECT:** Alameda CTC Proposed Consolidated Budget for FY2015-16

**RECOMMENDATION:** Approve the Alameda CTC proposed consolidated budget for FY15-16

## Summary

The Alameda County Transportation Commission's (Alameda CTC) FY2015-16 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, Vehicle Registration Fee (VRF) and Transportation Fund for Clean Air 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, Enterprise Fund, Special Revenue Funds, Exchange Fund, Debt Service Fund and Capital Project Funds. The Enterprise Fund is a new fund set up to record operating activity once the I-580 Express Lanes become operational.

The proposed budget contains projected revenues totaling \$321.4 million of which sales tax revenues comprise \$270.0 million, or 84 percent, and VRF revenues comprise \$12.0 million, or 4 percent. In addition, the proposed budget also includes a projected FY2014-15 ending fund balance of \$221.0 million for total available resources of \$542.4 million. The projected revenues are offset by \$266.1 million in anticipated expenditures of which \$72.8 million, or 27 percent, are allocated for capital projects. These revenue and expenditure totals constitute a net increase in fund balance of \$55.4 million and a projected consolidated ending fund balance of \$276.3 million. The increase in fund balance is mostly due to increased receipts of sales tax funds related to Measure BB.

Approval of the Proposed Capital Projects budgets is requested for the amounts found in the "Proposed FY2015-16 Capital Budget with Estimated Roll Over" column on each of the

capital budget sheets for the Congestion Management function, 2000 Measure B sales tax, 1986 Measure B sales tax and 2014 Measure BB sales tax. This column includes both the additional capital budget amount requested for FY2014-15 as well as an estimated roll over balance from FY2014-15. 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 FY2014-15 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 FY2014-15 and any additional requested capital budget for FY2015-16. 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 and Measure BB Discretionary Grants and Direct Local Distribution Programs
- Vehicle Registration Fee Programs
- Transportation Fund for Clean Air Programs
- Sustainable Communities Technical Assistance Program
- Safe Routes to School (SR2S) and BikeMobile Programs
- Student Transit Pass Program
- Countywide Transit Plan and Transportation Plan Update
- Integrated Arterial Corridor Strategy
- Congestion Management Programs
- Countywide Goods Movement Plan
- Community Based Transportation Plan
- Countywide Bicycle and Pedestrian Plan
- Travel Demand Model Strategy

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 FY2015-16 Comprehensive Investment Plan which will be considered next month by the Commission. Some of the more significant projects included in the proposed budget are as follows:

- BART Warm Springs Extension Project
- I-680 Express Lanes Project
- Route 92 Clawiter-Whitesell Interchange
- Route 84 Expressway Project

- I-580 Corridor Improvements Project
- Isabel Avenue – Route 84/I-580 Interchange Project
- I-880 to Mission Boulevard East-West Connector Project
- I-880 South Bound HOV Lane Project
- I-80 Integrated Corridor Mobility 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 FY2015-16, which would bring the total authorized loan amount to \$15 million. The loan program was adopted by the Commission in March 2011 to help cash flow the ACCMA Capital Projects Fund.

## **Background**

The proposed budget for FY2015-16 focuses on the mission and core functions of the Alameda CTC 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.

It is expected that current staffing levels and resources should be adequate to meet the needs for FY2015-16, 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 scope of work included in the budget.

### Major Line Item Detail

Sales Tax Revenues – Increase of \$142.5 million, or 111.8 percent, over the FY2014-15 Revised Budget of \$127.5 million to \$270.0 million due to the implementation of the new Measure BB.

Vehicle Registration Fee (VRF) Revenues – There is no change in this projection.

Grant Revenues – Decrease of \$50.2 million, or 68.9 percent, from the FY2014-15 Revised Budget to \$22.7 million due to capital project roll forward balances accounted for in the budgeted fund balance rolled forward from FY2014-15.

Salaries and Benefits – Increase of \$0.4 million, or 12.4 percent, over the FY2014-15 Revised Budget of \$3.5 million to \$4.0 million. The proposed budget for FY2015-16 provides funding for 23 of the 26 approved Full Time Equivalent (FTE) positions in compliance with the approved salary and benefit structure. This is an increase of one position over the FY2014-15 Revised budget as we prepare to administer Measure BB.

General Office Expenses – Increase of \$0.1 million, or 1.4 percent, over the FY2014-15 Revised Budget of \$7.4 million to \$7.5 million due to debt service costs and scheduled upgrades to the information technology infrastructure.

Other Administration – Increase of \$0.6 million, or 25.2 percent, over the FY2014-15 Revised Budget of \$2.3 million to \$2.9 million mostly related to additional administration for professional services related to Measure BB.

Operations – Increase of \$1.2 million over the FY2014-15 Revised Budget of \$0 related to the anticipated operations of the I-580 Express Lanes in fall 2015.

Planning Expenditures – Decrease of \$0.4 million, or 5.4 percent, from the FY2014-15 Revised Budget of \$7.0 million to \$6.6 million based on the specific planning projects that are expected to be completed in FY2015-16.

Programs Expenditures – Increase of \$79.5 million, or 72.6 percent, over the FY2014-15 Revised Budget of \$109.5 million to \$188.9 million mostly related to Measure BB Direct Local Distributions to Alameda County, cities within Alameda County and transit operators based on the calculations as described in the 2014 Transportation Expenditure Plan.

Capital Projects Expenditures – Decrease of \$178.0 million, or 76.6 percent, from the FY2014-15 Revised Budget to \$54.5 million due to the capital budget rolled from FY2014-15 included in the roll forward fund balance from the FY2014-15 Revised Budget.

#### Limitation Ratios

The 2000 Measure B Salary and Benefits Limitation ratio of 0.18 percent and the Administrative Cost Limitation ratio of 1.38 percent were calculated based on the proposed budgeted revenues and expenditures and were found to be in compliance with the 1.00 percent and 4.50 percent limitation requirement, respectively, and the Measure BB Salary and Benefits Limitation ratio of 0.52 percent and the Administrative Cost Limitation ratio of 2.42 percent were calculated based on the proposed budgeted revenues and expenditures and were found to be in compliance with the 1.00 percent and 4.00 percent limitation requirement, respectively.

#### **Fiscal Impact**

The fiscal impact of the FY2015-16 Proposed Consolidated Budget would be to provide resources of \$321.4 million and authorize expenditures of \$266.1 million, with an overall increase in fund balance of \$55.4 million for a projected ending fund balance of \$276.3 million.

## Attachments

- A. Alameda CTC FY2015-16 Proposed Consolidated Budget
- B. Congestion Management FY2015-16 Proposed Capital Projects Budget
- C. 2000 Measure B Sales Tax FY2015-16 Proposed Capital Projects Budget
- D. 2014 Measure BB Sales Tax FY2015-16 Proposed Capital Projects Budget
- E. 1986 Measure B Sales Tax FY2015-16 Proposed Capital Projects Budget
- F. 2000 Measure B and 2014 Measure BB Sales Tax FY2015-16 Proposed Budget Limitations Calculations

## Staff Contact

[Patricia Reavey](#), Director of Finance and Administration

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

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**Alameda County Transportation Commission  
FY2015-16 Proposed Budget**

	<b>General Funds</b>	<b>Enterprise Fund</b>	<b>Special Revenue Funds</b>	<b>Exchange Fund</b>	<b>Debt Service Fund</b>	<b>Capital Project Funds</b>	<b>Inter-Agency Adjustments/ Eliminations</b>	<b>Total</b>
<b>Projected Beginning Fund Balance</b>	\$ 27,048,215	\$ -	\$ 21,765,840	\$ 5,003,160	\$ 14,725,414	\$ 152,417,815	\$ -	\$ 220,960,444
<b>Revenues:</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sales Tax Revenues	11,475,000	-	162,833,928	-	-	95,691,072	-	270,000,000
Investment Income	33,000	-	104,000	-	23,000	525,000	-	685,000
Member Agency Fees	1,394,819	-	-	-	-	-	-	1,394,819
VRF Funds	108,108	-	12,000,000	-	-	-	(108,108)	12,000,000
Toll Revenues	-	1,425,000	-	-	-	-	-	1,425,000
Violation Penalty Revenues	-	300,000	-	-	-	-	-	300,000
Other Revenues	133,946	800,507	2,016,957	10,935,179	-	1,193,900	(2,144,974)	12,935,515
Grants	12,914,765	557,250	310,259	-	-	27,672,825	(18,772,512)	22,682,588
<b>Total Revenues</b>	<b>26,059,638</b>	<b>3,082,757</b>	<b>177,265,144</b>	<b>10,935,179</b>	<b>23,000</b>	<b>125,082,798</b>	<b>(21,025,594)</b>	<b>321,422,922</b>
<b>Expenditures:</b>								
<u>Administration</u>								
Salaries and Benefits	1,859,775	-	-	-	-	114,921	-	1,974,696
General Office Expenses	1,662,176	-	3,000	-	5,701,350	187,063	(3,000)	7,550,589
Other Administration	2,648,733	-	40,000	-	-	226,877	-	2,915,610
Commission and Community Support	131,150	-	28,250	-	-	-	(28,250)	131,150
Contingency	188,000	-	-	-	-	12,000	-	200,000
<u>Operations</u>								
Salaries and Benefits	-	33,168	-	-	-	-	-	33,168
Project Management and Support	-	246,250	-	-	-	-	-	246,250
Operating Expenditures	-	2,305,464	-	-	-	-	(1,357,757)	947,707
<u>Planning</u>								
Salaries and Benefits	778,530	-	-	-	-	-	-	778,530
Planning Management and Support	720,149	-	-	-	-	-	-	720,149
Transportation Planning	6,983,589	-	-	-	-	-	(1,774,102)	5,209,487
Congestion Management Program	680,000	-	-	-	-	-	-	680,000
Other Planning Projects	-	-	-	-	-	-	-	-
<u>Programs</u>								
Salaries and Benefits	279,750	-	741,627	40,758	-	-	(181,271)	880,863
Programs Management and Support	188,500	-	1,836,360	5,000	-	-	-	2,029,860
Safe Routes to School Programs	2,675,230	-	-	-	-	-	(328,324)	2,346,906
VRF Programming and Other Costs	-	-	16,354,108	-	-	-	(108,108)	16,246,000
Measure B/BB Direct Local Distribution	-	-	139,514,658	-	-	-	-	139,514,658
Grant Awards	-	-	12,179,201	-	-	-	-	12,179,201
Other Programming	270,000	-	5,605,233	10,889,421	-	-	(131,331)	16,633,323
<u>Capital Projects</u>								
Salaries and Benefits	-	-	-	-	-	412,908	(101,410)	311,497
Project Management and Support	-	-	-	-	-	4,487,419	-	4,487,419
Capital Project Expenditures	-	-	-	-	-	67,337,358	(17,294,721)	50,042,637
<u>Indirect Cost Recovery/Allocation</u>								
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds	(282,682)	-	-	-	-	-	282,682	-
<b>Total Expenditures</b>	<b>18,782,900</b>	<b>2,584,882</b>	<b>176,302,436</b>	<b>10,935,179</b>	<b>5,701,350</b>	<b>72,778,545</b>	<b>(21,025,594)</b>	<b>266,059,698</b>
<b>Net Change in Fund Balance</b>	<b>7,276,738</b>	<b>497,875</b>	<b>962,708</b>	<b>-</b>	<b>(5,678,350)</b>	<b>52,304,253</b>	<b>-</b>	<b>55,363,223</b>
<b>Projected Ending Fund Balance</b>	<b>\$ 34,324,953</b>	<b>\$ 497,875</b>	<b>\$ 22,728,548</b>	<b>\$ 5,003,160</b>	<b>\$ 9,047,064</b>	<b>\$ 204,722,068</b>	<b>\$ -</b>	<b>\$ 276,323,667</b>

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**Congestion Management  
Fiscal Year 2015-2016  
Proposed Capital Project Budget**

Project Name	Project #	(A) - (B) = (C)	(D)	(C) + (D) = (E)	Funding Sources			
		Estimated FY 2014-15 Rollover to FY 2015-16	Proposed FY 2015-16 Capital Budget	Proposed FY 2015-16 Capital Budget w/ Estimated Rollover	Total Local Funding Sources	Total Regional Funding Sources	Total State Funding Sources	Total Federal Funding Sources
I-580 San Leandro Soundwall/Landscape	774.0-1	\$ 138,289	\$ (115,882)	\$ 22,407	\$ 16,288	\$ -	\$ (0)	\$ 6,119
Grand MacArthur	702.0	1,481	(481)	1,000	0	-	-	1,000
I-680 HOT Lane	710.0-5	4,104,165	(1,065,420)	3,038,744	2,728,429	-	11,078	299,238
I-680 Northbound HOV / Express Lane	721.0	672,782	8,327,218	9,000,000	6,000,000	-	3,000,000	-
I-80 Gilman Interchange Improvements	765.0	621,723	1,500,000	2,121,723	1,624,436	-	-	497,286
I-580 PSR at 106th Eastbound Off-Ramp	735.0	-	-	-	-	-	-	-
Smart Corridors Operation and Maintenance	945.0	1,188,664	-	1,188,664	1,188,664	-	-	-
Smart Corridors Operation and Maintenance/Tri-Valley	945.1	-	-	-	-	-	-	-
Caldecott Tunnel	716.0	1,278,900	2,721,100	4,000,000	4,000,000	-	-	-
Center to Center	715.0	-	-	-	-	-	-	-
I-880 North Safety & Op Improv 23rd&29th	717.0	4,476,975	2,140	4,479,115	2,777,093	1,701,075	947	0
I-580 Eastbound HOV Lane	720.0	2,000	-	2,000	-	2,000	-	-
I-580 Environmental Mitigation	720.3	197,196	-	197,196	-	197,196	-	-
I-580 Eastbound Express (HOT) Lane	720.4	5,088,757	1,936,159	7,024,916	4,681,954	438,669	904,292	1,000,000
I-580 Eastbound Auxiliary (AUX) Lane	720.5	3,126,152	1,942,246	5,068,398	4,537,978	530,420	-	(0)
I-580 Right of Way Preservation	723.0	128,419.94	-	128,420	128,420	-	(0)	-
I-580 Westbound HOV Lane	724.0, 4-5	7,761,715	(5,871,538)	1,890,177	1,772,177	(0)	118,000	0
I-580 Westbound HOT Lane	724.1	1,923,458	11,552,504	13,475,962	13,445,962	-	30,000	(0)
Altamont Commuter Express Operations	725.0	0	20,000	20,000	20,000	-	-	-
Altamont Commuter Express	725.1	1,862,087	451,935	2,314,022	1,862,087	-	451,935	-
I-880 Southbound HOV Lane	730.0-2	5,185,826	367,621	5,553,447	5,553,448	-	-	(0)
I-880 Southbound HOV Lane Landscaping/Hardscaping	730.3	7,983	646,550	654,533	0	-	-	654,533
Webster Street Smart Corridor	740.0-2	235,535	(220,330)	15,205	8,025	-	-	7,180
Marina Boulevard/I-880 PSR	750.0	222,037	(222,036)	0	-	-	-	-
I-680/880 Cross Connector PSR	770.0	340,493	-	340,493	340,493	-	-	-
I-680 SB HOV Lane	772.0	3,920,649	(67,315)	3,853,334	143,226	-	3,541,749	168,359
Route 84 Widening Project - Pigeon Pass to Interstate 680	780.0	1,790,000	610,000	2,400,000	2,400,000	-	-	-
I-80 Integrated Corridor Mobility	791.0-6	7,835,320	-	7,835,320	228,087	-	7,543,951	63,281
Project Management / Closeout	700.0	16,367	100,000	116,367	116,367	-	-	-
		<b>\$ 52,126,974</b>	<b>\$ 22,614,470</b>	<b>\$ 74,741,444</b>	<b>\$ 53,573,132</b>	<b>\$ 2,869,361</b>	<b>\$ 15,601,953</b>	<b>\$ 2,696,997</b>

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**2000 Measure B Sales Tax  
Fiscal Year 2015-2016  
Proposed Capital Project Budget**

Project Name	Project #	(A) - (B) = (C)	(D)	(C) + (D) = (E)	Funding Sources			
		Estimated FY 2014-15 Rollover to FY 2015-16	Proposed FY 2015-16 Capital Budget	Proposed FY 2015-16 Capital Budget w/ Estimated Rollover	Total Local Funding Sources	Total Regional Funding Sources	Total State Funding Sources	Total Federal Funding Sources
ACE Capital Improvements	601.0	\$ 2,384,599	\$ 1,559,773	\$ 3,944,372	\$ 3,944,372	\$ -	\$ -	\$ -
BART Warm Springs Extension	602.0	-	11,540,207	11,540,207	11,540,207	-	-	-
BART Oakland Airport Connector	603.0	-	-	-	-	-	-	-
Downtown Oakland Streetscape	604.0	3,782,700	-	3,782,700	3,782,700	-	-	-
Telegraph Avenue Bus Rapid Transit	607.1	24,930	469,200	494,130	494,131	-	-	-
I-680 Express Lane	608.0-1	7,288,656	3,427,218	10,715,874	10,715,874	-	-	-
Iron Horse Trail	609.0	1,000,000	2,000,000	3,000,000	3,000,000	-	-	-
I-880/Broadway-Jackson Interchange	610.0	2,322,727	-	2,322,727	2,322,727	-	-	-
I-580/Castro Valley Interchanges Improvements	612.0	0	250,000	250,000	250,000	-	-	-
Lewelling/East Lewelling	613.0	536,000	(536,000)	0	0	-	-	-
I-580 Auxiliary Lanes	614.0	1,230	-	1,230	1,230	-	-	-
I-580 Auxiliary Lanes - Westbound Fallon to Tassajara	614.1	6,992	888,450	895,442	895,442	-	-	-
I-580 Auxiliary Lanes - Westbound Airway to Fallon	614.2	2,691,775	(799,124)	1,892,651	1,892,651	-	-	-
I-580 Auxiliary Lanes - E/B El Charro to Airway	614.3	(7,797,014)	7,797,014	(0)	-	-	-	-
Rte 92/Clawiter-Whitesell Interchange	615.0	5,861,302	6,000,000	11,861,302	11,861,302	-	-	-
Hesperian/Lewelling Widening	617.1	63,622	-	63,622	63,622	-	-	-
Westgate Extension	618.1	(0)	178,652	178,652	178,652	-	-	-
E. 14th/Hesperian/150th Improvements	619.0	1,753,271	-	1,753,271	1,753,271	-	-	-
I-238 Widening	621.0	7,541,398	(7,541,398)	(0)	-	-	-	-
I-680/I-880 Cross Connector Study	622.0	336,063	30,437	366,500	366,499	-	-	-
Isabel - Route 84/I-580 Interchange	623.0	7,298,695	-	7,298,695	7,298,695	-	-	-
Route 84 Expressway	624.0-3	18,227,547	9,650,000	27,877,547	27,877,546	-	-	-
Dumbarton Corridor	625.0	173,896	-	173,896	140,313	33,583	-	-
Dumbarton Corridor - Central Avenue Overpass	625.1	2,800,000	-	2,800,000	2,800,000	-	-	-
I-580 Corridor Improvements	626.0	9,342,571	2,400,000	11,742,571	11,742,571	-	-	-
I-80 Integrated Corridor Mobility	627.2	45,000	-	45,000	45,000	-	-	-
I-880 Corridor Improvements in Oakland and San Leandro	627.3	2,229,579	20,000	2,249,579	2,249,579	-	-	-
CWTP/TEP Development	627.4	48,689	-	48,689	48,689	-	-	-
Studies at Congested Segments/Locations on CMP	627.5	176,172	-	176,172	176,172	-	-	-
Project Management / Closeout	600.0	1,545,771	5,000,000	6,545,771	6,545,771	-	-	-
		<u>\$ 69,686,171</u>	<u>\$ 42,334,429</u>	<u>\$ 112,020,600</u>	<u>\$ 111,987,016</u>	<u>\$ 33,583</u>	<u>\$ -</u>	<u>\$ -</u>

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**Measure BB Sales Tax  
Fiscal Year 2015-2016  
Proposed Capital Project Budget**

Project Name	Project #	(A) - (B) = (C)	(D)	(C) + (D) = (E)	Funding Sources			
		Estimated FY 2014-15 Rollover to FY 2015-16	Proposed FY 2015-16 Capital Budget	Proposed FY 2015-16 Capital Budget w/ Estimated Rollover	Total Local Funding Sources	Total Regional Funding Sources	Total State Funding Sources	Total Federal Funding Sources
Telegraph Ave/East 14th/International Blvd Project	13.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Alameda to Fruitvale BART Rapid Bus	14.00	-	75,000	75,000	75,000	-	-	-
Grand/MacArthur BRT	15.00	-	75,000	75,000	75,000	-	-	-
College/Broadway Corridor Transit Priority	16.00	-	75,000	75,000	75,000	-	-	-
Irvington BART Station	17.00	-	75,000	75,000	75,000	-	-	-
Bay Fair Connector/BART METRO	18.00	-	75,000	75,000	75,000	-	-	-
BART Station Modernization and Capacity Program	19.00	-	75,000	75,000	75,000	-	-	-
BART to Livermore Extension, Phase 1	20.00	-	-	-	-	-	-	-
Dumbarton Corridor Area Transportation Improvements	21.00	-	75,000	75,000	75,000	-	-	-
Union City Intermodal Station	22.00	-	75,000	75,000	75,000	-	-	-
Railroad Corridor Right of Way Preservation and Track Impr	23.00	-	75,000	75,000	75,000	-	-	-
Oakland Broadway Corridor Transit	24.00	-	75,000	75,000	75,000	-	-	-
Capitol Corridor Service Expansion	25.00	-	75,000	75,000	75,000	-	-	-
Congestion Relief, Local Bridge Seismic Safety	26.00	-	1,250,000	1,250,000	1,250,000	-	-	-
Countywide Freight Corridors	27.00	-	200,000	200,000	200,000	-	-	-
I-80 Gilman Street Interchange Improvements	29.00	-	1,500,000	1,500,000	1,500,000	-	-	-
I-80 Ashby Interchange Improvements	30.00	-	75,000	75,000	75,000	-	-	-
SR-84/I-680 Interchange and SR-84 Widening	31.00	-	3,950,000	3,950,000	3,950,000	-	-	-
SR-84 Expressway Widening (Pigeon Pass to Jack London)	32.00	-	-	-	-	-	-	-
I-580/I-680 Interchange Improvements	33.00	-	75,000	75,000	75,000	-	-	-
I-580 Local Interchange Improvement Program	34.00	-	250,000	250,000	250,000	-	-	-
I-680 HOT/HOV Lane from SR-237 to Alcosta	35.00	-	2,000,000	2,000,000	2,000,000	-	-	-
I-880 NB HOV/HOT Extension from A Street to Hegenberge	36.00	-	75,000	75,000	75,000	-	-	-
I-880 Broadway/Jackson Multimodal Transportation and Circ	37.00	-	-	-	-	-	-	-
I-880 Whipple Road/Industrial Parkway Southwest Interchan	38.00	-	75,000	75,000	75,000	-	-	-
I-880 Industrial Parkway Interchange Improvements	39.00	-	75,000	75,000	75,000	-	-	-
I-880 Local Access and Safety Improvements	40.00	-	250,000	250,000	250,000	-	-	-
Gap Closure on Three Major Trails	42.00	-	550,000	550,000	550,000	-	-	-
East Bay Greenway	42.01	-	3,200,500	3,200,500	1,872,500	-	-	1,328,000
		<u>\$ -</u>	<u>\$ 14,350,500</u>	<u>\$ 14,350,500</u>	<u>\$ 13,022,500</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 1,328,000</u>

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**1986 Measure B Sales Tax  
Fiscal Year 2015-2016  
Proposed Capital Project Budget**

<b>Project Name</b>	<b>Project #</b>	<b>(A) - (B) = (C) Estimated FY 2014-15 Rollover to FY 2015-16</b>	<b>(D) Proposed FY 2015-16 Capital Budget</b>	<b>(C) + (D) = (E) Proposed FY 2015-16 Capital Budget w/ Estimated Rollover</b>
I-880 to Mission Blvd. Route 262 Interchange Reconstruction	501.0	\$ 497,631		\$ 497,631
I-880 to Mission Blvd. and East-West Connector	505.0	22,340,570		22,340,570
Route 238/Mission-Foothill-Jackson Corridor Improvement	506.0	7,132,273	(7,132,273)	-
I-580 Interchange Improvements Project in Castro Valley (for APN 612.0)	507.0	3,571,384		3,571,384
Central Alameda County Freeway System Operational Analysis	508.0	402,963		402,963
Castro Valley Local Area Traffic Circulation Improvement	509.0	1,981,941		1,981,941
Project Closeout	500.0	79,442	70,558	150,000
		<u>\$ 36,006,203</u>	<u>\$ (7,061,715)</u>	<u>\$ 28,944,489</u>

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**2000 Measure B and 2014 Measure BB Sales Tax  
Fiscal Year 2015-2016  
Proposed Budget Limitation Calculations**

	<b>Measure B</b>	<b>Measure BB</b>	
Net Sales Tax	\$ 135,000,000	\$ 135,000,000	A
Investments & Other Income	5,347,266	1,652,863	B
Funds Generated	\$ 140,347,266	\$ 136,652,863	C
Administrative Salaries & Benefits	\$ 245,634	\$ 696,983	D
Other Administration Costs	1,614,547	2,572,612	E
Total Administration Costs	\$ 1,860,181	\$ 3,269,595	F
Gross Salaries & Benefits to Net Sales Tax	0.1820%	0.5163% = D/A	
Gross Salaries & Benefits to Funds Generated	0.1750%	0.5100% = D/C	
Total Administration Costs to Net Sales Tax	1.3779%	2.4219% = F/A	

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