



# Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

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

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**Commission Vice Chair**  
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City of Oakland

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**City of Pleasanton**  
Mayor Jerry Thorne

**City of San Leandro**  
Mayor Pauline Russo Cutter

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

**Executive Director**  
Arthur L. Dao

## Alameda County Transportation Commission

Thursday, June 25, 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.

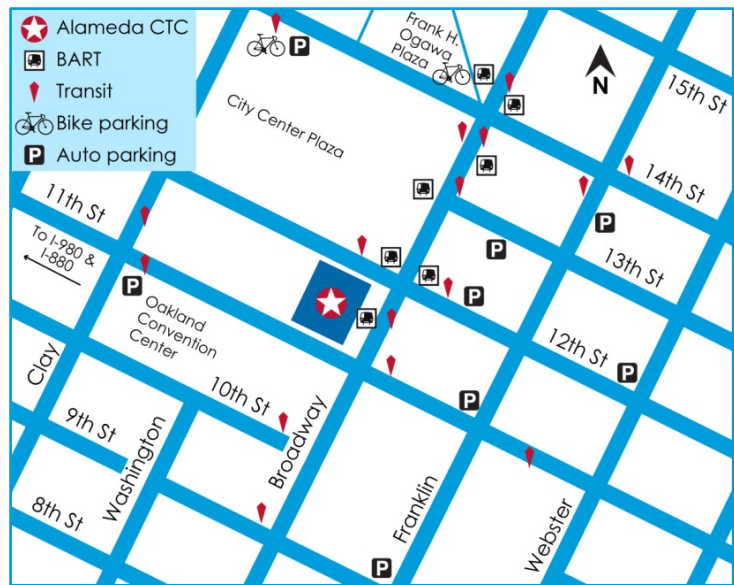
### Glossary of Acronyms

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).

## Connect with Alameda CTC

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# Commission Meeting Agenda

## Thursday, June 25, 2015, 2 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

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

### 1. Pledge of Allegiance

### 2. Roll Call

### 3. Public Comment

### 4. Chair and Vice Chair Report

### 5. Executive Director Report

### 6. Approval of Consent Calendar

On June 08, 2015 Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1.

#### 6.1. [Approval of May 28, 2015 meeting minutes](#)

Recommendation: Approve the May 28, 2015 meeting minutes

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

#### 6.3. [I-580 Express Lanes: Cooperative Agreement with Bay Area Toll Authority](#)

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

#### 6.5. [Legislative Update](#)

#### 6.6. [California Transportation Commission May 2015 Meeting Summary](#)

#### 6.7. [Alameda CTC's Fiscal Year 2015-16 Comprehensive Investment Plan](#)

Recommendation: Approve Alameda CTC's FY 2015-16 Comprehensive Investment Plan

#### 6.8. [Measure B/Vehicle Registration Fee Program: Draft Fiscal Year 2013-14 Compliance Report](#)

Recommendation: Approve Draft FY 2013-2014 Measure B and Vehicle Registration Fee Program Compliance Reports and the exemption requests from the Timely Use of Funds Policy.

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

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

**Executive Director:** Arthur L. Dao

**Clerk:** Vanessa Lee

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|       |                                                                                                                                                                                                                                                                                                                                                        |     |   |
|-------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|---|
| 6.9.  | <a href="#"><u>Altamont Commuter Express Baseline Service Plan for Fiscal Year 2015-16</u></a>                                                                                                                                                                                                                                                         | 143 | A |
|       | Recommendation: Approve (1) the Altamont Commuter Express (ACE) Baseline Service Plan for FY 2015-16; and (2) the delegation of the approval of future plan submittals to the Executive Director, or designee of the Executive Director.                                                                                                               |     |   |
| 6.10. | <a href="#"><u>Castro Valley Local Area Traffic Circulation Improvements Project (PN 509.0, ACTA No. MB241): Project Funding Agreement with Alameda County</u></a>                                                                                                                                                                                     | 163 | A |
|       | Recommendation: Approve and authorize the Executive Director to execute a Project Specific Agreement with Alameda County for a not-to-exceed amount of \$1,000,000 for the design phase of the project.                                                                                                                                                |     |   |
| 6.11. | <a href="#"><u>I-80 Integrated Corridor Mobility Project (PN 791.1-6): Contract Amendment (Agreement No. A10-0008) with S&amp;C Engineers</u></a>                                                                                                                                                                                                      | 167 | A |
|       | Recommendation: Approve and authorize the Executive Director to execute Amendment No. 3 to the Professional Services Agreement No. A10-0008 with S&C Engineers for an additional not-to-exceed amount of \$100,000 for a total not-to-exceed amount of \$1,990,750 and for additional time as required by the project schedule.                        |     |   |
| 6.12. | <a href="#"><u>East Bay Greenway (Coliseum BART to 85<sup>th</sup> Avenue) Project (PN 635.1): Contract Amendment (Agreement No. A13-0020) with Ghirardelli and Associates</u></a>                                                                                                                                                                     | 171 | A |
|       | Recommendation: Approve and authorize the Executive Director to execute Amendment No. 3 to the Professional Services Agreement No. A13-0020 with Ghirardelli and Associates for an additional not-to-exceed amount of \$180,000 for a total not-to-exceed amount of \$840,000 and additional time as required to complete construction of the project. |     |   |
| 6.13. | <a href="#"><u>Administrative Amendments to Various Project Agreements</u></a>                                                                                                                                                                                                                                                                         | 175 | A |
|       | Recommendation: Authorize the Executive Director to execute administrative amendments to various project agreements in support of the Alameda CTC's Capital Projects and Program delivery commitments.                                                                                                                                                 |     |   |
| 6.14. | <a href="#"><u>I-880 to Mission Boulevard East-West Connector Project (PN 505.0): Contract Amendment (Agreement No. AA07-0001) with TY Lin International</u></a>                                                                                                                                                                                       | 179 | A |
|       | Recommendation: Authorize the Executive Director to finalize negotiations and execute Amendment No. 2 to the Professional Services Agreement No. A07-0001 with TY Lin International for an amount up to \$4,500,000 resulting in a total not-to-exceed amount of \$20,357,490 and additional time as required to complete final design of              |     |   |

the project.

- 6.15. [Alameda CTC Proposed Consolidated Budget and Overall Work Program for FY2015-16](#) 183 A

Recommendation: Approve the Alameda CTC Proposed Consolidated Budget for FY2015-16 and receive the Overall Work Program for FY2015-16.

- 6.16. [Alameda CTC Advisory Committee Bylaws](#) 201 I

Recommendation: There is no recommendation. This item will be revisited in September.

## 7. Community Advisory Committee Reports

(Time limit: 3 minutes per speaker)

- 7.1. [Bicycle and Pedestrian Advisory Committee](#) - Midori Tabata, Chair 205 I

- 7.2. [Citizens Watchdog Committee](#) – James Paxson, Chair 207 I

- 7.3. [Paratransit Advisory and Planning Committee](#) – Sylvia Stadmire, Chair 215 I

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

On June 08, 2015, the I-580 Express Lane Policy Committee approved the following action items, unless otherwise noted in the recommendations.

- 8.1. [I-580 Express Lanes: Toll Enforcement Ordinance](#) 231 A

Recommendation: Waive further reading, read by title only, and adopt "Alameda County Transportation Commission Ordinance for Administration of Tolls and Enforcement of Toll Violations for the I-580 Express Lanes."

## 9. Programs and Projects Committee Action Items

On June 08, 2015, the Programs and Projects Committee approved the following action items, unless otherwise noted in the recommendations.

- 9.1. [Safe Routes to Schools Contract Amendment](#) 251 A

Recommendation: Approve and authorize the Executive Director to execute Amendment No. 1 to Professional Services Agreement No. A13-0001 with Alta Planning + Design, Inc. for an additional \$600,000 for a total not-to-exceed amount of \$5,200,000 for project implementation of the Safe Routes to School Program

## 10. Member Reports

## 11. Adjournment

**Next meeting:** July 23, 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, May 28, 2015, 2:00 p.m.

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

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

## 1. Pledge of Allegiance

## 2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Fujioka, Commissioner Thorne, Commissioner Harrison, Commissioner Kaplan and Commissioner Kalb.

Commissioner Bucci was present as an alternate for Commissioner Valle.

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

Commissioner Worthington was present as an alternate for Commissioner Carson.

### Subsequent to the roll call:

Commissioner Kalb arrived during Item 4.

Commissioner Fujioka arrived during Item 8.1

Commissioner Harrison arrived during Item 8.2

## 3. Public Comment

There were no public comments.

## 4. Chair and Vice Chair Report

Chair Haggerty informed the Commission that the Alameda CTC Commission retreat is scheduled for July 17, 2015 and will be located at the Alameda CTC offices. He stated that the purpose of the retreat is to kick-off the full implementation of Measure BB and he stated that the retreat will be followed by a special legislative reception with delegates and other elected officials.

## 5. Executive Director Report

Art Dao informed the Commission that the Executive Directors report could be found in the Commissioners' folders as well as on the Alameda CTC website. He updated the Commission on the status of the I-80 integrated Corridor Mobility project as well as the I-580 Express lane project. Art concluded by stating that Alameda CTC was the recipient of the Transportation Organization of the Year award presented by the California Transportation Foundation; and Tess Lengyel was awarded the Woman of the Year award by the Bay Area chapter of Women in Transportation (WTS).

## 6. Approval of Consent Calendar

6.1. Approval of April 23, 2015 meeting minutes

- 6.2. I-580 Corridor High Occupancy Vehicle/Express Lane Projects (PN 720.4/720.5/724.1/724.4/724.5): Monthly Progress Report
- 6.3. I-580 Express Lanes: Status Update on Cooperative Agreement with Bay Area Toll Authority for Customer Services
- 6.4. I-580 Express Lanes: Update on Hours of Operation
- 6.5. Congestion Management Program (CMP): Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
- 6.6. 2014 Performance Report Update
- 6.7. Alameda CTC Administrative Code Amendments
- 6.8. 2016 State Transportation Improvement Program (STIP): Development Schedule and Principles
- 6.9. 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
- 6.10. Alameda CTC FY2014-15 Sales Tax Measure B and Measure BB Budget Update
- 6.11. Resolution Authorizing the Executive Director to Examine Measure BB Transaction (Sales) and Use Tax Records
- 6.12. Alameda CTC FY2014-15 Third Quarter Investment Report
- 6.13. Alameda CTC FY2014-15 Third Quarter Financial Report

*Commissioner Cutter moved to approve the Consent Calendar. Commissioner Worthington seconded the motion. The motion passed unanimously (Fujioka, Thorne, Harrison and Kaplan absent).*

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

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

There was no one present from BPAC.

### **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 held several meetings during the month of April including a joint meeting with the Paratransit Technical Advisory committee and the Paratransit program plan review subcommittee. She stated that the committee made recommendations for the gap grant program at their May meeting and she concluded by updating the Commission on current vacancies on the committee.

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

### 8.1. Legislative Update

Tess Lengyel provided an update on state and federal legislative activities specifically the May revise and cap and trade. She then recommended that the Commission approve legislative positions on the following bills:

SB 16- support and seek amendments

AB 1335- Support

AB 902- Support

Commissioner Haggerty suggested changing the recommended position on SB 16 to a "support" position. He stated that if the bill passes staff can work with the author's office to ensure that self-help counties such as Alameda CTC are rewarded.

Commissioner Spencer asked which of the counties on the list of supporters for SB 16 are self-help counties. Art stated that the Self-Help County Coalition and CALCOG both have supported the bill.

Commissioner Ortiz stated that AC Transit expressed a concern for lack of funding for public transit and subsequently, the AC Board voted to support the bill if amended. Commissioner Ortiz then abstained from the vote on this bill (SB16).

Commissioner Spencer asked if staff anticipates that there will be an effort to increase funding for public transit through SB 16. Art stated that transit is being addressed primarily through cap and trade funds, while SB 16 will apply more to local streets and roads.

There was one public comment on this item: Ken Buckowski

*Commissioner Kalb moved to approve the recommended positions with an amendment to the position on SB 16, which would change the position from "support and seek amendments" to a "support" position. Commissioner Cutter seconded the motion. Commissioner Ortiz abstained from voting on the recommended position on SB 16. The motion passed unanimously (Thorne, Harrison and Kaplan absent).*

### 8.2. State Route Relinquishment Proposal by Caltrans

Saravana Suthanthira provided an update on the State Route Relinquishment Proposal by Caltrans and recommended that the Commission take a legislative position on SB 254 to oppose unless amended. Saravana reviewed proposed and existing legislation and provided a summary of the legislative language. She covered potential new state routes that Caltrans is interested in relinquishing as well as routes that are already in process or are already relinquished. She also provided information

on pavement conditions and infrastructure conditions as well as transit routes and bike facilities. Saravana reviewed traffic volumes, level of service, land use, and safety. She concluded by reviewing comments by the technical advisory committee and the planning, policy and legislation committee.

Commissioner Halliday wanted clarification on the "unless amended" portion of the recommended position. Art stated that a possible amendment would be made to state that if the bill is passed, the state can't start relinquishment without request by Alameda CTC.

*Commissioner Atkin stated that the Commission should oppose the bill and made an amended motion to change the recommended position to oppose the bill. Commissioner Capitelli seconded the motion. The motion passed unanimously (Harrison and Kaplan absent)*

There was a public comment on this item by: Charlie Cameron

### **8.3. Update on Countywide Plan Development and Regional Transportation Plan**

Tess stated that staff is initiating work to update the Countywide Transit Plan. She informed the Commission that the Alameda CTC will release a call for projects on June 1, 2015 and will work to streamline the agencies process with regional efforts.

*This item was for information only.*

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

### **9.1. Alameda CTC Investment Policy**

Patricia Reavey recommended that the Commission approve the Alameda CTC investment Policy. She stated that the 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. Patricia reviewed the primary objectives of the policy and stated that the only material change was the addition of an investment type referred to as "supranationals", which is a term used to describe international development institutions that provide financing, advisory services and other financial services to their member countries to achieve improved living standards. She also stated that staff is planning to bring this item back at a later date to the FAC to discuss best practices for responsible investments.

*Commissioner Harrison moved to approve this item. Commissioner Blalock seconded the motion. The motion passed unanimously (Thorne and Kaplan absent).*

### **9.2. Alameda CTC Proposed Consolidated Budget for FY2015-16**

Patricia Reavey recommended that the Commission approve the Alameda CTC

proposed consolidated budget for FY15-16. She covered the overview of the budget process and stated that the budget is split into six different fund types. Patricia provided a brief overview of the funding types and covered significant capital projects covered in the budget. She stated that total revenues are at \$321 million and total expenditures are \$266 million. Patricia concluded by informing the Commission that the budget is in compliance with the required limitation and is sustainable.

Commissioner Halliday wanted clarification on the limitation calculations. Patricia reviewed the calculations and stated that the agency is running well below the required limitations as required in the TEP. Art also stated that the actual calculation figures are also audited by the agencies independent auditor annually.

Commissioner Capitelli asked if the sales tax revenue projection was conservative. Patricia stated that it is a conservative projection.

Commissioner Capitelli wanted to know why there are still unfilled staff positions since the agency is under the required salary and benefit cap. Various Commissioners expressed concerns about staffing levels and if the Alameda CTC has the resources it needs to complete all the work expected in the coming fiscal years. Art stated that the Commission approved an organizational chart with 26 employees. The agency is currently at 22 employees and intends to fill the other open positions, allowing the agency to stay under the cap and providing the best benefit to the tax payers.

*Commissioner Capitelli moved to approve this item. Commissioner Halliday seconded the motion. The motion passed unanimously (Thorne and Kaplan absent).*

## **10. MemberReports**

Art Dao mentioned that he presented a presentation on Measure BB at the Tri-Vally Cities Council meeting.

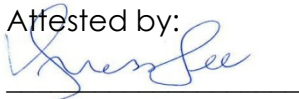
## **11. Adjournment**

The next meeting is:

Date/Time: June 25, 2015 @ 2:00 p.m.

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

Attested by:



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# Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** June 18, 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 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 complete and toll system installation has begun. 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, including subsystem to communicate with regional customer service center 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 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**  
**May 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 – 81% of the contract work was completed as of 04/20/15**

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

### **SCHEDULE STATUS**

The Eastbound AUX Lane project between Hacienda Drive and Greenville Road was advertised on July 9, 2012; bids were opened on October 5, 2012. Caltrans awarded the contract to OC Jones & Sons (with a bid 6.33 percent below the Engineer's Estimate) on November 16, 2012. With the inclusion of infrastructure to support express lane operations, construction is now planned to complete in late 2015.

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

**ATTACHMENT B**  
**I-580 Westbound HOV Lane Projects (PN 724.4/724.5)**  
**Monthly Progress Report**  
**May 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) – 74% of the contract work was completed as of 04/20/15**

- 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 – 80% of the contract work was completed as of 04/20/15**

- 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

### May 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 development 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
- Public outreach activities are progressing
- For toll system and outreach activity updates see Attachment E

#### UPCOMING ACTIVITIES

- Coordinate civil construction activities to install toll system, civil construction updates are provided in Attachment A
- Toll system and outreach 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<br>(Civil and System Integration) | November 2015 (T) |

**ATTACHMENT D**  
**I-580 Westbound Express Lane Project**  
**Monthly Progress Report**  
**May 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 development 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
- Public outreach activities are progressing
- For toll system and outreach activity updates see Attachment E

**UPCOMING ACTIVITIES**

- Coordinate civil construction activities to install toll system, civil construction updates are provided in Attachment B
- Toll system and outreach updates are provided 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<br>(Civil and System Integration) | November 2015 (T) |

## ATTACHMENT E

### I-580 Express Lanes System Integration

### Monthly Progress Report

### May 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. Since the express lane implementation is still a relatively new concept to the Bay Area commuters and involves emerging technologies, Alameda CTC embarked on a robust public education and outreach campaign in February 2015.

#### Detailed Discussion

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 and services.

As reported during the I-580 Workshops held in 2013, the project will include "near continuous" type access configuration to provide additional access opportunities while reducing the foot-print required for implementing a shared express/general purpose lane facility. In addition, the near continuous access configuration 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 evasion 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® (aka switchable) 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 evasion violation enforcement the Commission will have to adopt a "Toll Enforcement Ordinance" under the purview of Vehicle Code Section 40250 which allows toll operators to enact such ordinances, including the penalties associated with violations. See Agenda Item 4.3 for more details. Implementation of this ordinance will involve several administrative steps that are discussed in Agenda Items 4.2.

Express lane implementation on I-580 will depend on services provided by others, primarily by the Bay Area Toll Authority (BATA). Therefore, staff has been working closely with BATA to finalize the FasTrak flex® (aka switchable) transponder rollout plan, a new I-580 customer service agreement for BATA to provide services such as toll collection, FasTrak account relations, toll violation/delinquent notices and penalty collection services, etc. (detailed discussions included in Agenda Item 4.2); 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.

Since express lanes involve emerging technologies and are a relatively new concept to Bay Area commuters, a comprehensive education and outreach effort is underway to inform motorists about the benefits of the new lanes, how to use them, and how to obtain the required FasTrak® or FasTrak Flex toll tags. An I-580 Express Lanes education and outreach campaign is being implemented within the project area and throughout the I-580 travel sheds, which include San Joaquin, Stanislaus and Contra Costa Counties.

## **PROJECT STATUS**

ETCC has completed software and hardware development consistent with project concepts presented during the I-580 Workshops held in 2013. Zone tolling and automated toll evasion violation enforcement are part of the design development. Toll system implementation 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 to open the lanes in November 2015.

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

## RECENT ACTIVITIES

- Conducted monthly coordination meetings with ETCC and Caltrans construction to coordinate the sequence of construction activities
- Procured several toll system equipment, including back office equipment, and began field installation activities
- 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 the following public education and outreach activities:
  - Launched an Express Lanes Hotline 510-208-7499
  - Conducted monthly working meetings with MTC/BAIFA/BATA to develop and implement consistent messages with 511 Rideshare and Bay Area Express Lanes
  - Developed public outreach materials in English and Spanish
  - Placed informational posters in pedestrian-focused kiosks in Livermore
  - Supported MTC/BATA's efforts to provide FasTrak Flex at retail locations throughout the I-580 commute shed when the tag becomes available this summer and coordinated schedule with BATA/Xerox to attend outreach events to supply FasTrak/FasTrak Flex directly to customers during outreach events in August – October
  - Conducted public education and outreach events at the following:
    - May 2-3: Livermore Wine Festival
    - May 6: Pleasanton's First Wednesday Street Party
    - May 21: Dublin Farmers Market
    - May 28: Livermore Farmers Market

## UPCOMING ACTIVITIES

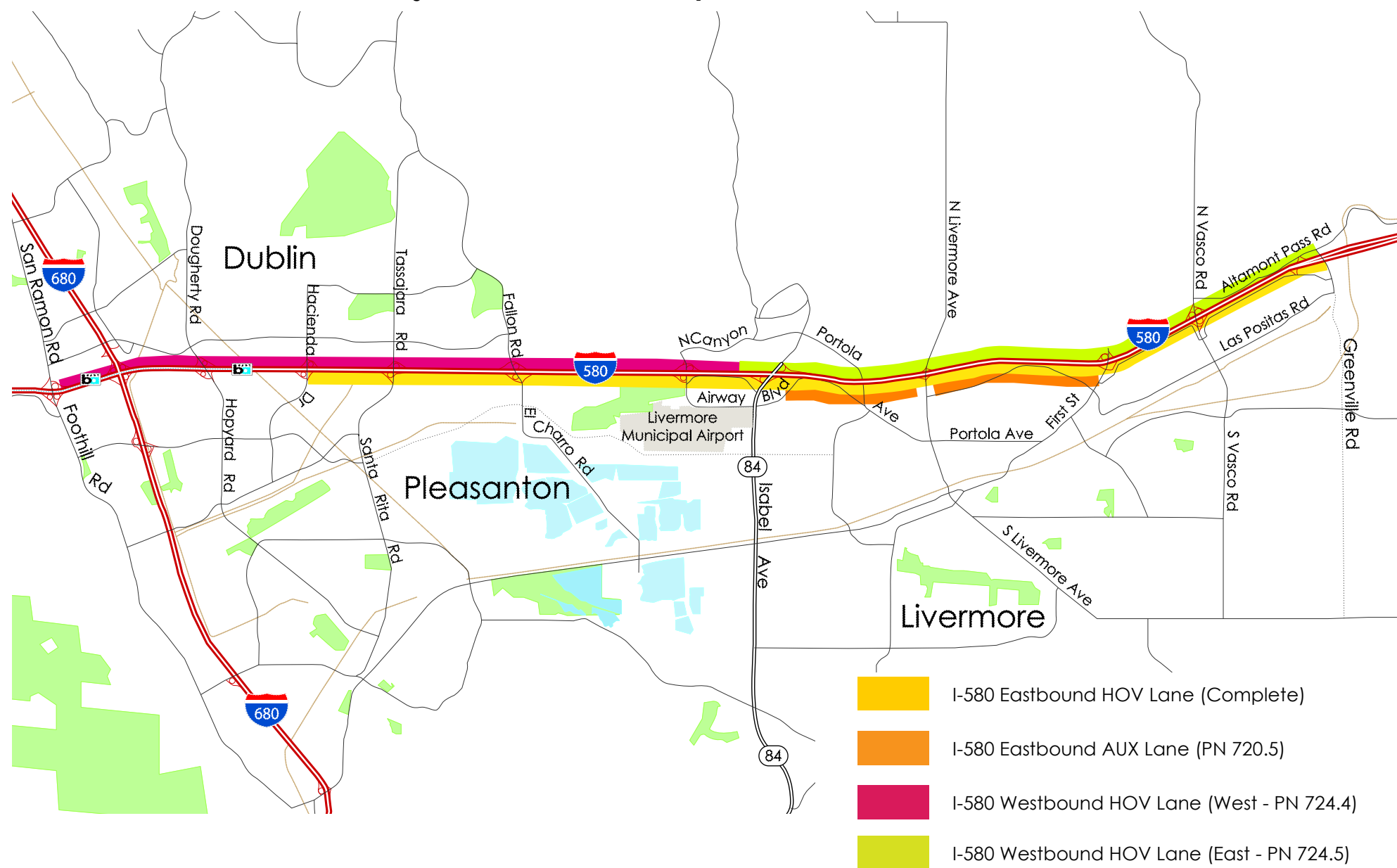
- Continue to work with BATA/Xerox to finalize interfacing requirements with BATA Regional Customer Service Center
- Continue to work with Caltrans to complete an Operations and Maintenance Agreement by summer 2015
- Continue to install toll system equipment
- Upon completing toll system installation, perform site/field acceptance testing in early fall 2015 to validate hardware and software design development, prior to opening the new express lanes facility
- 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 FasTrak flex (switchable) transponders, and how the public can acquire a new transponder, etc.
- Continue to work with the Cities, Caltrans and contractors to install advance message signs within the corridor, to provide advance project information.
- Upcoming outreach activities:
  - Implement Media Plan including radio and print media

- Outreach to employers within commute shed
- E-blasts to media and stakeholders
- Develop and distribute Express Lane video
- Place on-corridor signage and over-the-road banners
- Coordinate with 511.org and San Joaquin County's employer-based Travel Demand Management programs to include 580 Express Lane information on websites, through social media and e-newsletters
- Conduct public education and outreach events at the following:
  - June 6: Tracy Farmers Market
  - June 6: Mountain House Kite Festival
  - June 13-14: Livermore Rodeo
  - June 18: Dublin Farmers Market
  - June 18: Livermore Farmers Market
  - June 19: Alameda County Fair Senior Day

## **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.

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

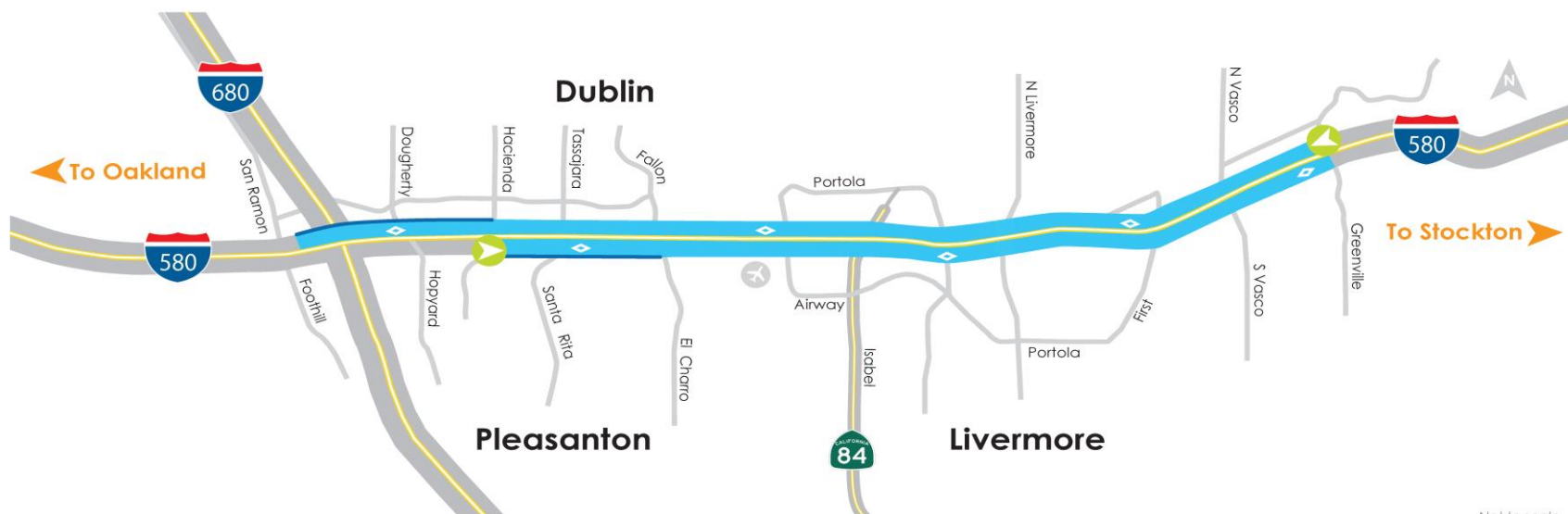


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# I-580 Express Lanes Project Location Map

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:** June 18, 2015

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

**RECOMMENDATION:** Approve and Authorize the Executive Director to enter into a 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® / FasTrak flex® transponders (the new switchable transponder which will be available to the public in July 2015). As discussed at the May 2015 Commission meeting, Bay Area Toll Authority (BATA) is the only agency in the Bay Area region that is set up to distribute FasTrak® / FasTrak flex® transponders (aka toll tags), maintain accounts, collect tolls, process violation penalties, and provide related customer services for the Bay Area. Since spring 2014, Alameda CTC staff has been developing a cooperative agreement and working to negotiate the scope and fee associated with the above referenced services with BATA. Staff recommends the Commission Approve and authorize the Executive Director to enter into a Cooperative Agreement with BATA for customer services necessary to support express lane implementation. Detailed discussions are provided in subsequent sections.

This is an action 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.

Tolls will be collected through AET collection method by the use of FasTrak®/FasTrak flex® Toll system and 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 must adopt a toll enforcement ordinance, which is included for Commission's consideration as Agenda Item 4.3.

The toll enforcement ordinance must include many different elements, including liabilities for failure to pay the required tolls and various administrative processes. The administrative processes includes processing violation notices, responding to customer inquiries about the notices; providing impartial administrative hearings, preparing documents and representing the agency in court proceedings.

Since BATA is already set up to provide similar services on the seven Bay Area Toll Bridges and for any express lanes established by MTC, staff considers BATA as the ideal agency to provide the above referenced administrative services for the Project. In addition, Streets and Highway Code section 149.5 requires Alameda CTC to enter into an agreement with BATA prior to operating the Express Lane. Staff negotiated 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 FasTrak® accounts. Staff has also requested that BATA provide customer service support at selected public outreach events to register patrons for FasTrak® accounts. The cooperative agreement included as Attachment B to this staff memorandum is the result of the negotiations between BATA and Alameda CTC staff.

Under the agreement, BATA, through its contractor retained to provide Fastrak customer support, will provide the following services for costs identified below:

*A. Customer Service Center (CSC) Startup*

|                                                                                                                               |                           |
|-------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| General CSC system modification, hardware and software needs, and testing for interface between CSC and toll system operation | \$428,800                 |
| Three-month CSC staffing, ahead of lane opening                                                                               | \$62,500                  |
| FasTrak flex: Staff time and postage redg. Toll tag swap <sup>(1)</sup>                                                       | 54% of actual total costs |
| CSC staff training <sup>(2)</sup>                                                                                             | 50% of actual total costs |
| CSC equipment <sup>(3)</sup>                                                                                                  | 50% of actual total costs |
| Additional CSC staff for ramp-up <sup>(4)</sup>                                                                               | 50% of actual total costs |

- (1) 54% of total costs (based on I-580 EL's share of projected number of express lane transactions), from July 2015 through December 2016. I-580 EL's share is estimated at \$70,700
- (2) 50% of total CSC staff training costs, from July 2015 through August 2016. I-580 EL's share is estimated at \$3,000
- (3) 50% of total CSC equipment costs, from July 2015 through August 2016. I-580 EL's share is estimated at \$16,900
- (4) 100% of additional CSC staff costs during ramp-up, from August 2015 through March 2016. I-580 EL's share is estimated at \$210,700. Agencies will have the opportunity to reevaluate staffing needs.

*B. Provide customer service staff support at selected public outreach events to facilitate FasTrak® account registration*

100% of actual total cost <sup>(5)</sup>

(5) Estimated at \$15,000

*C. Collect tolls/penalties*

|                                                                     |                                        |
|---------------------------------------------------------------------|----------------------------------------|
| Process transponder (read)-based transactions                       | \$0.161 per transaction <sup>(6)</sup> |
| Review license plate images to process image-based transactions     | \$0.161 per transaction <sup>(6)</sup> |
| Issue and process toll evasion violation notices for fee collection | \$0.880 per transaction <sup>(6)</sup> |

(6) Fee includes services for account management, responses to customers regarding transactions/violation notices and prepare documents and represent agency at court proceedings. See Appendix B of Attachment B regarding BATA CSC's minimum monthly express lane costs. I-580 EL's share of cost will be based on actual number of I-580 EL toll transactions, and estimated at \$1,500,000 from the date of lane opening until November 30, 2019

*D. Financial management (Credit Card and Banking Fee): To support pre-paid account and payment through the use of bank- issued credit cards. Cost based on formula as included in the cooperative agreement. See Attachment B.*

*E. BATA Direct Staff Time: Direct staff costs, including overhead, expended by BATA for ongoing management and support of the Express Lanes including daily settlement and revenue transfer, based on hourly rates of various BATA CSC employee classifications. Alameda CTC shall pay BATA \$5,500 per month for direct staff costs*

*F. Maintain system (operation and maintenance) for responding to customers, processing transactions, and collecting fees*

13% of actual total cost <sup>(7)</sup>

- (7) I-580 EL will share 13% of total O&M costs, based on I-580 EL's share of total number of express lane transactions. I-580 EL's share is estimated at \$162,200 from the date of lane opening until November 30, 2019

Staff recommends that the Commission authorize the Executive Director to execute the cooperative agreement with BATA, substantially in the form attached hereto as Attachment B, required to support Express Lane implementation on I-580.

**Fiscal Impact:** Approval of this agreement will encumber project grant and future toll revenue funds for four years, commencing from project startup in August 2015 (three months prior to lane opening) through November 2019. Adequate project grant funds (seed monies) are included in project financial plan to pay for the startup costs. Subject to Commission's approval of annual operation budget, the remainder of annual operation costs will be paid for by future toll revenue and remaining project grant funds.

### **Attachments**

- A. I-580 Express Lane Project Location Map
- B. Cooperative Agreement

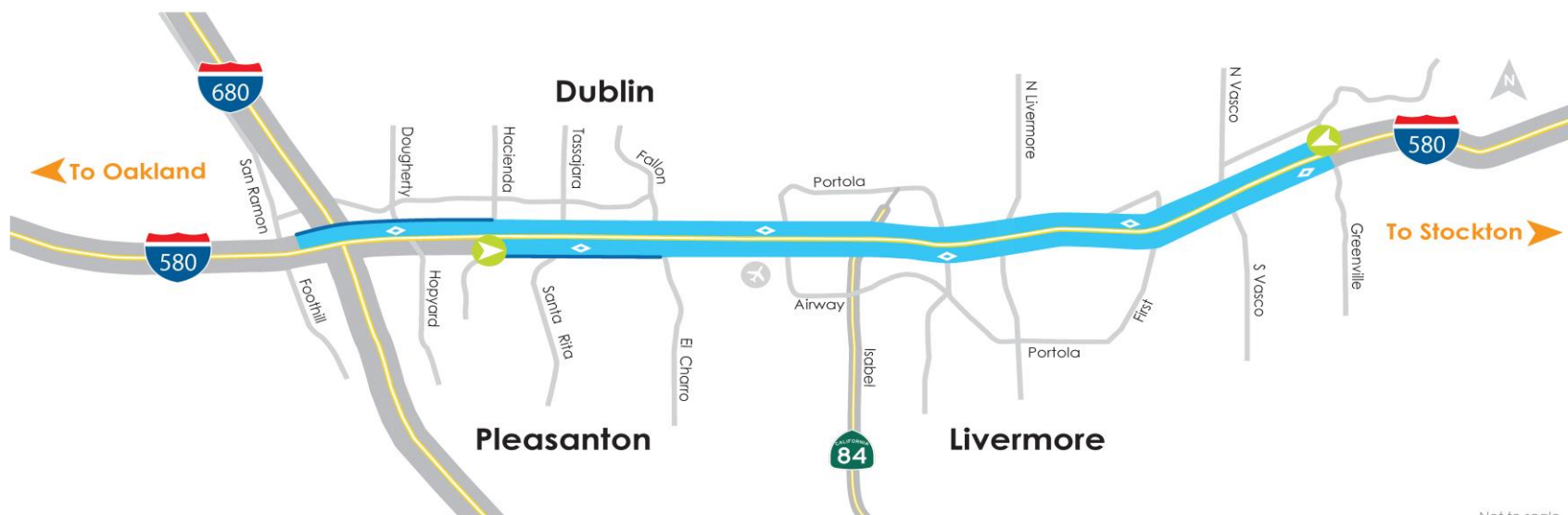
### **Staff Contact**

[Kanda Raj](#), Project Controls Team



# 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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**COOPERATIVE AGREEMENT**  
**Between BAY AREA TOLL AUTHORITY**  
**and ALAMEDA COUNTY TRANSPORTATION COMMISSION for**  
**OPERATION OF THE I-580 EXPRESS LANES**

This COOPERATIVE AGREEMENT (“Agreement”) is dated as of \_\_\_\_\_, 2015 by and between the BAY AREA TOLL AUTHORITY (“BATA”) and ALAMEDA COUNTY TRANSPORTATION COMMISSION (“Alameda CTC”).

**RECITALS**

WHEREAS, BATA administers the FasTrak<sup>®</sup> electronic toll collection system for the seven State-owned toll bridges in the San Francisco Bay Area, including the San Francisco Oakland Bay Bridge, Antioch, Benicia-Martinez, Carquinez, Richmond-San Rafael, San Mateo-Hayward, and Dumbarton Bridges and, operates a regional customer service center that services the customer accounts for the Bay Area State-owned toll bridges, the Golden Gate Bridge, owned by the Golden Gate Bridge, Highway and Transportation District (“GGBHTD”), and the I-680 Express Lane, operated by Sunol Smart Carpool Lane Joint Powers Authority (JPA) and the SR-237 Express Lane, operated by the Santa Clara Valley Transportation Authority (VTA); and

WHEREAS, Alameda CTC intends to operate Express Lanes (“Express Lanes”) on Interstate 580 in Alameda County, which will use the FasTrak<sup>®</sup> / FasTrak flex<sup>®</sup> toll tags as a payment device; and

WHEREAS, BATA and Alameda CTC (together referred to herein as “the Parties”) wish to enter into an agreement with each other to provide for the integration of the Express Lane toll collection system with the BATA FasTrak<sup>®</sup> Customer Service Center; and

NOW, THEREFORE, the Parties hereto agree as follows:

**ARTICLE 1 – DEFINITIONS**

As used in this Agreement, the following terms shall have the following meanings:

“BATA Regional Customer Service Center” or “BATA CSC” means the facility operated by BATA or its contractor for transmitting files in accordance with the current Interface File Specification.

“FasTrak® System” means the various electronic toll collection facilities administered by BATA, through its BATA CSC, as well as the electronic toll facilities operated by other members of the California Toll Operators Committee (“CTOC”)

“FasTrak® customer” means any electronic toll collection customer whose toll tag is valid in the FasTrak® system. “Bay Area FasTrak® customer” means any electronic toll collection customer whose account is managed by BATA CSC.

## **ARTICLE 2 – TOLLING OPERATIONS**

### **2.1 Customer Availability and Rules of Use**

All FasTrak® customers may use their valid FasTrak® / FasTrak flex® toll tags to pay tolls on the Express Lanes administered by Alameda CTC.

Alameda CTC, in cooperation with and in agreement with BATA, shall develop a set of business rules governing the operation of the Express Lanes.

BATA will incorporate such agreed to business rules for the Express Lanes into the operation of the FasTrak® System and BATA CSC operations, as required.

### **2.2 In-Lane and Communications Equipment**

Alameda CTC shall:

- Procure, install, maintain and operate all in-lane equipment and toll collection hardware and software systems necessary to implement FasTrak® use on the Express Lanes. All such equipment must be in compliance with California Code of Regulations, Title 21, Chapter 16 specifications for automatic vehicle identification (AVI) equipment required under the FasTrak® brand and permitted for operation with the State’s Right of Way.
- Procure and maintain a communications connection between the Express Lanes designated host computer center and the BATA CSC computer located in San Francisco, California, in accordance with the FasTrak® BATA Customer Service Center to Revenue Control System Interface – Interface Control Document (“ICD”) (Version 9 or current) accepted by Alameda CTC in coordination with BATA and the BATA CSC contractor.

BATA CSC shall:

- Provide any modifications to the BATA CSC account management system to be able to accommodate the communications connection from the Express Lane toll collection system.
- Ensure that sufficient Customer Service Representatives are available for the handling of Express Lanes calls to meet performance standards in the BATA-CSC Contract.

## **2.3 In-Lane Testing, Integration and Operations**

Alameda CTC shall:

- Conduct in-lane testing and achieve integration between the BATA CSC and the Express Lane toll collection system consistent with the testing and integration required for toll lanes under the ICD and a Test Plan to be developed and agreed to by the Parties.
- Provide BATA with opportunities to observe operation of the Express Lanes toll collection equipment during testing to ensure confidence in system performance.
- Provide maintenance services for the Express Lanes toll collection equipment, hardware and software systems throughout the term of this Agreement to ensure that in-lane systems are performing properly at all times.
- Provide a description of the following for BATA's review prior to start of operations.
  - Procedures in a lane when a FasTrak® / FasTrak flex® toll tag is not read
  - Procedures when a lane becomes non-functioning
  - Procedures for when there are delays in a lane
  - Maintenance procedures to repair lane equipment
  - Lane configurations and appearance and placement of signage

## **2.4 Data Processing, Transfer of Files and Account Management**

Alameda CTC shall:

- Transfer to the BATA CSC, one or more times a day, at a time or times that the Parties determine to be mutually convenient and in accordance with the agreed ICD, all trip records that are constructed by utilizing FasTrak® or image based transactions that are processed at the Express Lanes facilities. Each Express Lanes trip record shall include the following information:
  - The date and time of each trip
  - The identity of the Express Lanes facility
  - The toll as calculated by Alameda CTC
  - FasTrak® toll tag read for FasTrak® toll tag based transactions
  - License plate images for image-based transactions
- Transfer the tag status file provided by the BATA CSC to the Express Lanes tolling zone level system and any enforcement systems, as required.

BATA CSC shall:

- Transfer to Alameda CTC one or more times a day, at a time or times that the Parties determine to be mutually convenient, a FasTrak® /FasTrak flex® toll tag status file.
- Manage FasTrak® accounts that use the Express Lanes, including:
  - Charging customer's FasTrak® account for all Express Lanes trip records sent to the BATA CSC.
  - Specifically identifying Express Lanes use on FasTrak® customer account statements.
- Process violation trips including securing mailing addresses on DMV Records, based on license plate images, mailing violation notices, and transmitting unpaid violation records

to DMV for vehicle registration holds or to the BATA collection agency.

- Comply with all DMV requirements in connection with obtaining or utilizing DMV information, including but not limited to the General Provisions applicable to the “Requester” as set forth in the Government Requester Account Application/Agreement between Alameda CTC and DMV, as such Application/Agreement may be amended from time to time.

## **2.5 Customer Inquiries/Disputed Charges**

Alameda CTC shall:

- Provide a representative to handle escalated customer inquiries and/or disputes related to the Express Lanes.
- Be responsible for any decision to dismiss a toll charge on the Express Lanes. If Alameda CTC dismisses a disputed toll charge, that will be communicated to the BATA CSC (in writing).

BATA CSC will:

- Handle general calls regarding FasTrak<sup>®</sup> use on the Express Lanes and general information about the Express Lanes to the extent feasible.
- Handle customer disputes related to automated toll violation notices and process penalties, including handling hearing and resolution processes, and supporting judicial proceeding such as assembling information and representing agency at the court proceedings, when applicable
- Refer all appealed customer calls regarding the Express Lanes other than those listed above to the Alameda CTC. These appeals should address issues that BATA CSC customer service representatives (CSRs) do not have the appropriate information or authority to handle.
- Allow secure, read-only system access to Alameda CTC personnel assigned to resolve disputes.

## **2.6 Marketing**

Alameda CTC shall:

- Execute a FasTrak<sup>®</sup> License Agreement with the Transportation Corridor Agencies (“TCA”), prior to using the FasTrak<sup>®</sup> /FasTrak flex<sup>®</sup> Service Mark for any purpose, in a form prescribed by TCA, and then submit a copy thereof to BATA.
- Obtain BATA’s approval prior to utilizing any marketing materials or communicating with customers regarding the use of FasTrak<sup>®</sup> on the Express Lanes.
- Approve any marketing activities that BATA may undertake specifically regarding the I-580 Express Lanes.

BATA shall:

- Review and approve any marketing materials or FasTrak<sup>®</sup> customer communications provided by Alameda CTC, within a reasonable time period.

- With the cooperation and agreement of Alameda CTC, provide marketing activities, promotions or other activities to promote the use of the Express Lanes.
- Provide CSC staff support at selected public outreach events to facilitate FasTrak® account registration

## **2.7 Personally Identifiable Information**

BATA will provide designated Alameda CTC personnel access to personally identifiable information (“PII”), including but not limited to a FasTrak® customer’s name, address, telephone number, email address, toll tag number, FasTrak® account number, credit card number and expiration date, license plate number, travel pattern data, or other information that personally identifies a FasTrak® customer, for toll collection purposes as needed.

Alameda CTC may share such PII with contractor personnel for the sole purpose of facilitating toll collection purposes, subject to first obtaining BATA approval in writing. Otherwise, Alameda CTC agrees to keep all PII confidential and to not disclose such information to third parties, except as required by law or where the express written consent of the customer has been obtained. In addition, Alameda CTC agrees to take all reasonable steps to safeguard PII through physical, electronic and procedural means. Alameda CTC shall treat PII confidentially and require contractor personnel to treat it in the same manner. The requirements set out in Appendix A, Special Conditions Relating to PII, of this Agreement apply to PII.

## **ARTICLE 3 – COSTS, SETTLEMENT AND PAYMENT**

### **3.1 Reconciliation / Funds Transfer**

BATA and Alameda CTC shall:

- Establish a daily reconciliation process whereby all valid FasTrak® Express Lane trip records sent to the BATA CSC for processing will be matched against those that were successfully posted to FasTrak® customer accounts.
- Identify and process adjustments such as: forgiving of a toll charge on the Express Lanes based on a customer dispute; and writing off bad debts which can be attributed to Express Lane transactions.

BATA shall:

- Electronically transfer to Alameda CTC, no less frequently than once per week or more frequently as mutually established in reconciliation and settlement procedures, all funds for valid transactions successfully posted against BATA FasTrak® customer accounts for use on the Express Lanes or payments collected from Express Lane violation notices. A transaction shall be considered valid if Alameda CTC has complied with the timely implementation of transponder validation files in accordance with Article 2.4 of this

Agreement and the FasTrak<sup>®</sup> customer's transponder received a valid read when it passed through the Express Lanes.

- Provide to Alameda CTC daily, at a mutually convenient time, a report of Express Lanes trip records which are rejected as specified in the ICD. BATA will not be liable for revenue loss to Alameda CTC incurred as a result of any malfunction of Alameda CTC's equipment or an irrecoverable loss of data from lane equipment or transmission of files from Alameda CTC or an inability to recover lost revenue from the FasTrak<sup>®</sup> toll tag customer.
- Evaluate the level of CSC staffing on at least a quarterly basis, and adjust staffing levels as needed

### 3.2 Costs

#### A. Startup Costs:

Within 3 months after the first day of revenue operations of the Express Lanes, Alameda CTC shall reimburse BATA for specific costs associated with implementation of the Express Lanes as differentiated from implementation of standard toll collection on the State-owned toll bridges, as startup costs, in the amount of **\$428,800** for design, development, and testing of CSC system modifications and **\$62,500** for a three-month CSC staffing required prior to Express Lane opening.

Alameda CTC shall also reimburse BATA for Alameda CTC's share of the additional startup costs outlined on Appendix B – I-580 Express Lane CSC Costs, consisting of Alameda CTC's share of total actual costs associated with (i) CSC staff and material costs for toll transponder swapping, packaging and mailing; (ii) CSC staff training for activities and processes specifically required for the Express Lanes and not for bridge toll collection and processing; (iii) CSC equipment procurement required to install additional CSC phone lines and computers required for Express Lane toll processing, and (iv) additional CSC staff need during the ramp-up period to address unanticipated-increased levels of customer service center demands, immediately following the opening of Express Lanes.

#### B. BATA CSC Direct Costs:

Alameda CTC shall reimburse for direct BATA CSC staff costs for supporting FasTrak<sup>®</sup> account registration at selected public outreach events. Alameda CTC shall reimburse BATA up to \$15,000 to cover the direct costs.

#### C. FasTrak Transaction Costs:

**Transponder (read)-Based costs:** Alameda CTC shall pay to BATA a transaction fee of \$0.161 per transaction for each transponder-based trip record Alameda CTC sends to BATA for processing and BATA CSC services including Express Lane transaction and correction file processing, customer enrollment and account management, call

answering and dispute processing, and revenue settlement. The transaction fee shall be applicable to original transactions only as reported in the Electronic Toll Collection (ETC) Response File, and shall not be applicable to the subsequent handling of a trip record. The transaction fee shall be reviewed on an annual basis, as agreed by BATA and Alameda CTC, to reflect changes in actual BATA CSC processing costs.

**License Plate Image-Based Costs:** Alameda CTC shall pay to BATA a transaction fee of \$0.161 per transaction for each License Plate image-based trip record Alameda CTC sends to BATA for reviewing the images to identify toll tag associated with the license plate, processing toll, and reflecting any changes in the revenue posting and/or correction files, as defined in the ICD. The transaction fee shall be reviewed on an annual basis, as agreed by BATA and Alameda CTC, to reflect changes in actual BATA CSC processing costs.

**Violation Notice Costs:** Alameda CTC shall pay to BATA a fee of \$0.880 for each 1<sup>st</sup> Violation Notice generated by BATA CSC for an image based trip record sent by Alameda CTC to BATA for processing. BATA CSC services includes Express Lane transaction and correction file processing, image review, 1<sup>st</sup> and 2<sup>nd</sup> notice mailing, call answering and dispute processing, and revenue settlement. The transaction fee shall be applicable to the 1<sup>st</sup> Violation Notice reported in CSC violation reports, and shall not be applicable to the subsequent handling of the transaction record. The transaction fee shall be reviewed on an annual basis, as agreed by BATA and Alameda CTC, to reflect changes in actual BATA CSC processing costs.

Based on projected express lane transactions, BATA CSC will be required to employ a minimum number of staff, in order to perform the services required under this Agreement and will incur a **minimum monthly express lane cost**, as specified in Appendix B – I-580 Express Lane CSC Costs. Accordingly, if total monthly FasTrak<sup>®</sup> transaction costs are below the minimum monthly express lane cost set forth in Appendix B, Alameda CTC and BATA will share the deficit to cover the minimum monthly express lane cost. See Appendix B for additional information.

**D. Credit Card and Banking Fees:**

Alameda CTC shall pay to BATA a credit card fee for each transaction sent by Alameda CTC to BATA for processing. Alameda CTC's share of banking costs shall be determined by the following formula:

Total Monthly Credit Card Banking Fee x [50% x (Alameda CTC Monthly number of Transactions/Total monthly number of Transactions) + 50% x (Alameda CTC Monthly Revenue/Total Monthly Revenue)]

**E. BATA Direct Costs:**

Alameda CTC shall pay BATA \$5,500 per month for direct staff costs, including overhead, expended by BATA for ongoing management and support of the Express Lanes including daily settlement and revenue transfer, based on hourly rates of various BATA CSC employee classifications. The fee for BATA costs will be reviewed annually and adjusted to reflect actual costs expended.

**F. BATA CSC Operation and Maintenance Costs:**

Alameda CTC shall reimburse BATA for its share of operation and maintenance of software and hardware, and licensing fee associated with BATA CSC's services specifically related to the I-580 Express Lanes. Alameda CTC's share of operation and maintenance costs shall be determined by the following formula:

$$\text{Total Annual Operation and Maintenance costs} = 13\% \text{ of Total Actual Operation and Maintenance Cost}$$

**G. Equipment/Supplies:**

Alameda CTC will reimburse BATA for any equipment, supplies or other components BATA purchases on behalf of or supplies to Alameda CTC at Alameda CTC's written request.

**H. Marketing Costs:**

Alameda CTC will reimburse BATA for any marketing or promotions-related expenses to which the Parties mutually agreed prior to incurrence, pursuant to Article 2.6.

**3.3 Payment**

For Start-up Costs, BATA will prepare and submit to Alameda CTC an invoice for payment no later than 60 days after the first day of revenue operations. For Transaction Costs, BATA CSC Direct Cost, Credit Card and Banking Fees, BATA Direct Costs, BATA CSC Operations and Maintenance Costs, Equipment and Supplies, Marketing Costs, BATA will prepare and submit to Alameda CTC an invoice including all supporting documentation on a monthly basis for payment. All invoices shall be made in writing and delivered or mailed to Alameda CTC as follows:

c/o Accounts Payable  
Alameda County Transportation Commission  
1111 Broadway, Suite 800  
Oakland,, CA 94607

Alameda CTC shall remit to BATA payment for each such invoice within a sufficient time such that payment is received by BATA within thirty (30) days from receipt of a complete invoice. If BATA does not receive payment within the thirty (30)-day period, BATA may deduct the amount of such invoice from the next funds to be electronically transferred to Alameda CTC in accordance with section 3.1 of this Agreement.

## **ARTICLE 4 – GENERAL PROVISIONS**

### **4.1 Term of Agreement**

This Agreement shall commence on the date it is executed by both parties and shall remain in effect until November 30, 2019. The Parties shall have the option of extending the term of this Agreement thereafter. Both Parties shall have the right to terminate this Agreement for cause at any time. A Party that intends to exercise such right shall give the other Party sixty (60) days advance written notice of such exercise. Further, either party shall have the right to terminate this Agreement at any time for convenience upon sixty (60) days advance written notice to the other party. Within ten (10) days following the effective date of termination, Alameda CTC shall remove all FasTrak® signage. All outstanding items of performance relating to this Agreement shall be settled within one hundred eighty (180) days of the effective date of termination.

### **4.2 Data Furnished by BATA**

All data, reports, surveys, drawings, software (object or source code), electronic databases, and any other information, documents or materials (“BATA Data”) made available to Alameda CTC by BATA for use by Alameda CTC in the performance of this Agreement shall remain the property of BATA and shall be returned to BATA at the completion or termination of this Agreement. No license to such BATA Data, outside of the services to be provided by Alameda CTC under this Agreement, is conferred or implied by Alameda CTC’s use or possession of such BATA Data.

All data, reports, surveys, drawings, software (object or source code), electronic databases, and any other information, documents or materials (“Alameda CTC Data”) made available to BATA by Alameda CTC for use by BATA in the performance of this Agreement shall remain the property of Alameda CTC and shall be returned to Alameda CTC at the completion or termination of this Agreement. No license to such Alameda CTC Data, outside of the services to be provided by BATA under this Agreement, is conferred or implied by BATA’s use or possession of such Alameda CTC Data.

### 4.3 Confidentiality

“Confidential Information” includes:

a) All information regarding BATA CSC operations, trip records, software, data, encryption methods, processing techniques, network architecture, security and procedures, including but not limited to, source code, source code documentation, writings, documents (electronic or hard copy), databases, drawings, passwords, Ethernet or IP addresses, and any record-bearing media containing or disclosing such information, which is disclosed by either party to the other party; and

b) All information (i) marked as “Confidential” or for which a similar notice has been provided to the receiving party by the disclosing party before, during, or promptly after disclosure of the information; or (ii) if disclosed in a manner in which the disclosing party reasonably communicated that the disclosure should be treated as confidential, whether or not the specific designation “Confidential” or any similar designation is used.

Confidential Information may be proprietary to BATA, Alameda CTC or a third party contractor not party to the Agreement.

Confidential Information does not include information that:

a) Is publicly known at the time of disclosure or later becomes publicly known through no breach of this Agreement by the receiving party, provided that Confidential Information shall not be deemed to be publicly known merely because any part of said information is embodied in general disclosures or because individual features, components or combinations thereof are now known or may become known to the public; or

b) Was, as between the receiving party and the disclosing party, lawfully in the receiving party’s possession prior to receipt from the disclosing party without obligation of confidentiality or is lawfully obtained by the receiving party from third parties whom the receiving party reasonably believes obtained it lawfully; or

c) Is disclosed in response to a valid order of a court or other governmental body of the United States or any political subdivisions thereof (“Process”), to the extent of and for the purposes of such Process; provided that (i) the receiving party immediately notifies BATA of such Process; and (ii) the receiving party shall not produce or disclose Confidential Information in response to the Process unless the disclosing party has: (a) requested protection from the legal or governmental authority requiring the Process and such request has been denied, (b) consented in writing to the production or disclosure of the Confidential Information in response to the Process, or (c) taken no action to protect its interest in the Confidential Information within 14

business days after receipt of notice from the receiving party of its obligation to produce or disclose Confidential Information in response to the Process.

During the term of the Agreement, it may be necessary for one party to this Agreement to disclose or make Confidential Information available to the other party. The receiving party agrees to use all such Confidential Information solely in connection with the Agreement and to hold all such information in confidence and not to disclose, publish, or disseminate the same to any third party, other than those of its directors, commissioners, officers, employees, or agents with a need to know, without the prior written consent of the disclosing party, except as required by a court of competent jurisdiction, or as otherwise required by law. The parties agree to take reasonable precautions to prevent any unauthorized use, disclosure, publication, or dissemination of such Confidential Information.

The parties agree to require any agents or third parties to whom Confidential Information must be disclosed to execute a nondisclosure agreement that incorporates the substantive requirements of this article, the terms of which will be provided in advance to the other party for review and comment.

#### **4.4 General Indemnification**

Alameda CTC shall indemnify, defend and hold harmless BATA and its commissioners, officers, agents and employees from any and all claims which arise out of the negligent or otherwise wrongful acts or omissions of Alameda CTC, its directors, officers, agents, employees and/or contractors in the performance of its activities under this Agreement. It is further agreed that BATA shall indemnify, defend and hold harmless Alameda CTC and its directors, officers, agents, and employees from any and all claims which arise out of the negligent or otherwise wrongful acts or omissions of BATA, its commissioners, officers, agents, employees and/or contractors in the performance of its activities under this Agreement.

#### **4.5 Copyright, Patent, Trade Secret Infringement Indemnification**

Alameda CTC shall indemnify, defend and hold harmless BATA and its commissioners, directors, officers, agents, and employees from and against any and all claims, liabilities, losses, damages or expenses (including reasonable attorneys' fees and related costs, whether or not litigation has commenced) arising out of, relating to, or in connection with the possession or use of any intellectual property provided by Alameda CTC pursuant to this Agreement based on any allegation that such possession or use infringes the proprietary and intellectual property rights of any third party in or to any invention, patent, copyright or any other rights, provided that (a) BATA notifies Alameda CTC in writing promptly but not more than thirty (30) days after BATA has actual notice of the claim; (b) Alameda CTC has sole control of the defense and all related

settlement negotiations unless otherwise agreed by the parties; and (c) BATA gives Alameda CTC all available information and reasonable assistance for that defense. If Alameda CTC fails or refuses to defend any such claim, BATA may assume control of the defense, and Alameda CTC shall indemnify and hold BATA harmless for all fees, costs and expenses associated with or arising from such defense.

BATA shall indemnify, defend and hold harmless Alameda CTC and its commissioners, directors, officers, agents, and employees from and against any and all claims, liabilities, losses, damages or expenses (including reasonable attorneys' fees and related costs, whether or not litigation has commenced) arising out of, relating to, or in connection with the possession or use of any intellectual property provided by BATA pursuant to this Agreement based on any allegation that such possession or use infringes the proprietary and intellectual property rights of any third party in or to any invention, patent, copyright or any other rights, provided that (a) Alameda CTC notifies BATA in writing promptly but not more than thirty (30) days after Alameda CTC has actual notice of the claim; (b) BATA has sole control of the defense and all related settlement negotiations unless otherwise agreed by the parties; and (c) Alameda CTC gives BATA all available information and reasonable assistance for that defense. If BATA fails or refuses to defend any such claim, Alameda CTC may assume control of the defense, and BATA shall indemnify and hold Alameda CTC harmless for all fees, costs and expenses associated with or arising from such defense.

#### **4.6 Observance of Laws**

The Parties agree to observe all applicable Federal, State and local laws and regulations and Alameda CTC agrees to procure all necessary licenses and permits to operate as contemplated in this Agreement. Alameda CTC agrees to file necessary Federal Communications Commission site licenses in order to operate automatic vehicle identification equipment to read FasTrak® transponders. BATA may request evidence of the licenses and permits at any time.

#### **4.7 Cooperation**

The Parties shall consult with one another promptly and regularly regarding any known technical questions and problems that may arise with the Express Lanes, including but not limited to the transmission of data, reporting requirements, and payments. The Parties shall provide one another promptly with all documentation, reports, and information which the other Party may reasonably request in order to fulfill its obligations under this Agreement, subject to any claims of privilege or limitations either Party may have as a result of agreements with other persons or entities.

#### **4.8 Records**

Excepting PII, which shall be retained for no longer than the time-frame specified in Section 2, General Confidentiality of Data, Appendix A, Special Conditions Relating to PII, the parties shall maintain complete and adequate books, records, documents, and accounts directly pertinent to performance under this Agreement for a period of three (3) years following the final transaction processed under this Agreement. The parties shall have access to such books, records, documents, and accounts during the term of this Agreement and for said following three (3) year period for purposes of inspection, auditing and copying.

When requested by Alameda CTC, BATA shall request its customer services contractor to submit a SSAE 16 audit report regarding such contractor's internal controls with respect to all information provided to or obtained by such contractor related to this Agreement.

#### **4.9 Notices**

Except for invoices submitted by BATA pursuant to Article 3, Section 3, any notices permitted or required to be given hereunder to either Party by the other shall be deemed given when made in writing and delivered, mailed, emailed or faxed to such party at their respective addresses as follows:

To BATA:               Beth Zelinski, FasTrak® Program Manager  
                              Bay Area Toll Authority  
                              101 Eighth Street  
                              Oakland, CA 94607  
                              Fax: 510.817-5848  
                              Email: [bzelsinki@mtc.ca.gov](mailto:bzelsinki@mtc.ca.gov)

To Alameda CTC:     Arun Goel, Express Lane Operations  
                              Alameda County Transportation Commission  
                              1111 Broadway, Suite 800, Oakland, CA 94607  
                              Email: agoel@alamedactc.org

#### **4.10 Third-Party Beneficiaries**

Except as specifically provided herein, nothing in the provisions of this Agreement is intended to create duties or obligations to or rights in third parties not party to this Agreement or affect the legal liability of either party to the Agreement by imposing any standard of care with respect to the electronic toll collection operations different from the standard of care imposed by law.

#### **4.11 Assignment**

Alameda CTC shall not assign this Agreement, or any part thereof without BATA's prior written consent, and any attempts to assign this Agreement without BATA's prior written consent shall be void and unenforceable.

BATA shall consult Alameda CTC prior to assigning this Agreement to another party.

#### **4.12 No Waiver of Provisions**

Either Party's failure to exercise or delay in exercising any right or remedy under this Agreement shall not constitute a waiver of such right or remedy or any other right or remedy set forth herein. Either Party's waiver of any right or remedy under this Agreement shall not be effective unless made in a writing duly executed by an authorized officer of the Party, and such waiver shall be limited to the specific instance so written and shall not constitute a waiver of such right or remedy in the future or of any other right or remedy under this Agreement.

#### **4.13 Severability**

If any provision of this Agreement is determined by a court of competent jurisdiction to be invalid or unenforceable, the remainder of this Agreement shall not be affected, but shall remain binding and effective as against Alameda CTC and BATA.

#### **4.14 Governing Law**

This Agreement shall be governed by the laws of the State of California.

#### **4.15 Entire Agreement**

This Agreement constitutes the entire agreement of the parties and there are no other oral or extrinsic understandings of any kind. This Agreement may not be altered, amended or modified in any manner except by a subsequent written instrument duly executed by BATA and Alameda CTC.

IN WITNESS WHEREOF, this Agreement has been executed by the Parties hereto on the date first above written.

**BAY AREA TOLL AUTHORITY**

**ALAMEDA COUNTY TRANSPORTATION  
COMMISSION**

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Steve Heminger, Executive Director

---

Arthur L. Dao, Executive Director

Approved as to form:

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Wendel, Rosen, Black and Dean LLP  
Alameda CTC Counsel

## **Appendix A**

### **Special Conditions Relating to Personally Identifiable Information:**

Alameda CTC will have access to personally identifiable information (“PII”) in connection with the performance of the Agreement. PII is any information that is collected or maintained by BATA or Alameda CTC that identifies or describes a person or can be directly linked to a specific individual, including that individual’s FasTrak® account. Examples of PII include, but are not limited to, name, address, phone or fax number, signature, FasTrak® account number, credit card information, tag number, license plate number, and travel pattern data. The following special conditions related to the confidentiality and use of PII apply to this Agreement, but only with respect to PII related in any way to FasTrak® or Express Lanes:

#### **1. Right to Audit**

Alameda CTC shall permit BATA and its authorized representatives to audit and inspect: (i) Alameda CTC’s facilities where PII is stored or maintained; (ii) any computerized systems used to share, disseminate or otherwise exchange PII; and (iii) Alameda CTC’s security practices and procedures, data protection, business continuity and recovery facilities, resources, plans and procedures. The audit and inspection rights hereunder shall be for the purpose of verifying Alameda CTC’s compliance with this Agreement, and all applicable laws.

BATA shall permit Alameda CTC and its authorized representatives to audit and inspect: (i) BATA’s (or BATA CSC’s) facilities where I-580 Express Lane toll trip and transaction information is stored or maintained; (ii) any computerized systems used to share, disseminate or otherwise exchange the information; and (iii) BATA’s security practices and procedures, data protection, business continuity and recovery facilities, resources, plans and procedures. The audit and inspection rights hereunder shall be for the purpose of verifying BATA’s compliance with this Agreement, and all applicable laws.

#### **2. General Confidentiality of Data**

All PII made available to or independently obtained by Alameda CTC in connection with this Agreement shall be protected by Alameda CTC from unauthorized use and disclosure through the observance of the same or more effective procedural requirements as are applicable to BATA. This includes, but is not limited to, the secure transport, transmission and storage of data used or acquired in the performance of this Agreement.

Alameda CTC agrees to properly secure and maintain any computer systems (hardware and software applications) that it will use in the performance of this Agreement. This includes ensuring all security patches, upgrades, and anti-virus updates are applied as appropriate to secure data, including PII, which may be used, transmitted, or stored on such systems in the performance of this Agreement.

Alameda CTC agrees to retain PII for no longer than the time-frame specified in subsections (c) and (d) of Street and Highways Code Section 31490. At the conclusion of this retention period, Alameda CTC agrees to use Department of Defense (“DoD”) approved software to wipe any disks containing PII. Hard drives and computers shall be reformatted and reimaged in an equivalently secure fashion. Alameda CTC agrees to destroy hard-copy documents containing PII by means of a cross-cut shredding machine.

### 3. Compliance with Statutes and Regulations

Alameda CTC agrees to comply with the information handling and confidentiality requirements outlined in the California Information Practices Act (Civil Code sections 1798 *et seq.*) and SB1268, as codified in Streets and Highways Code Section 31490. In addition, Alameda CTC warrants and certifies that in the performance of this Agreement, it will comply with all applicable statutes, rules, regulations and orders of the United States, the State of California and BATA relating to information handling and confidentiality of data and agrees to indemnify BATA against any loss, cost, damage or liability by reason of Alameda CTC’s violation of this provision.

BATA agrees to comply with the information handling and confidentiality requirements outlined in the California Information Practices Act (Civil Code sections 1798 *et seq.*) and SB1268, as codified in Streets and Highways Code Section 31490. In addition, BATA warrants and certifies that in the performance of this Agreement, it will comply with all applicable statutes, rules, regulations and orders of the United States, the State of California and Alameda CTC relating to information handling and confidentiality of data and agrees to indemnify Alameda CTC against any loss, cost, damage or liability by reason of BATA’s violation of this provision.

### 4. Contractors

BATA approval in writing is required prior to any disclosure by Alameda CTC of PII to a contractor or prior to any work being done by a contractor that entails receipt of PII. Once approved, Alameda CTC agrees to require such contractor to sign an agreement in substantially identical terms as this attachment, binding the contractor to comply with its provisions. Such agreement shall also include a requirement for the contractor to obtain Errors and Omissions Professional Liability Insurance in an amount no less than \$2,000,000 that contains cyber risk coverages including network and internet security liability coverage, privacy liability coverage, first party privacy coverage, and media coverage.

## 5. Alameda CTC Guarantees

Alameda CTC shall not, except as authorized by BATA or required by its duties by law, reveal or divulge to any person or entity any PII which becomes known to it during the term of this Agreement. Procedures shall be in place so that disclosure of PII shall only be made to a law enforcement agency pursuant to a search warrant.

Alameda CTC shall keep all PII entrusted to it completely secret and shall not use or attempt to use any such information in any manner which may injure or cause loss, either directly or indirectly, to BATA.

Alameda CTC shall comply, and shall cause its employees, representatives, agents and contractors to comply, with such directions as BATA may make to ensure the safeguarding or confidentiality of all its resources.

If requested by BATA, Alameda CTC shall sign an information security and confidentiality agreement provided by BATA and attest that its employees, representatives, agents, and contractors involved in the performance of this Agreement shall be bound by terms of a confidentiality agreement with Alameda CTC similar in nature.

## 6. BATA Guarantees

BATA shall not, except as authorized by Alameda CTC or required by its duties by law, reveal or divulge to any person or entity any PII which becomes known to it during the term of this Agreement. Procedures shall be in place so that disclosure of PII shall only be made to a law enforcement agency pursuant to a search warrant.

BATA shall keep all PII entrusted to it completely secret and shall not use or attempt to use any such information in any manner which may injure or cause loss, either directly or indirectly, to Alameda CTC.

BATA shall comply, and shall cause its employees, representatives, agents and contractors to comply, with such directions as Alameda CTC may make to ensure the safeguarding or confidentiality of all its resources.

If requested by Alameda CTC, BATA shall sign an information security and confidentiality agreement provided by Alameda CTC and attest that its employees, representatives, agents, and contractors involved in the performance of this Agreement shall be bound by terms of a confidentiality agreement with BATA similar in nature.

## 7. Notice of Security Breach

Each party shall immediately notify the other party when it discovers that there may have been a breach in security which has or may have resulted in compromise to PII. For purposes of this section, immediately is defined as within two hours of discovery. The parties' contacts for such notification are as follows:

BATA Contact:

Privacy Officer

[privacyofficer@mtc.ca.gov](mailto:privacyofficer@mtc.ca.gov)

(510) 817-5700

Alameda CTC Contact:

Arun Goel, Express Lane Operation

[agoel@alamedactc.org](mailto:agoel@alamedactc.org)

(510) 208-7404

**Appendix B**  
**I-580 Express Lane CSC Costs**

Startup costs to be shared by Alameda CTC:

- (i) Staff time and postage for FasTrak flex toll tag swap: 54% of total actual costs, from July 2015 through December 2016. The share will be 0% from January 1, 2017.
- (ii) CSC staff training: 50% of total actual CSC staff training costs, from July 2015 through August 2016. The share will be 0% from September 1, 2016.
- (iii) CSC equipment procurement: 50% of total equipment costs, from July 2015 through August 2016. The share will be 0% from September 1, 2016.
- (iv) Additional customer service staff during ramp up period from August 2015 through March 2016: 100% of total additional CSC staffing needs during ramp up period. The share will be 0% from April 1, 2016.

Minimum monthly express lane costs:

- (i) From November 2015 to July 2016, BATA CSC's Minimum Monthly Express Lane Cost will be \$46,000. If Alameda CTC's actual monthly FasTrak transaction costs are below this amount, Alameda CTC shall reimburse BATA for one-half of the difference between the \$46,000 minimum and Alameda CTC's actual transaction costs.
- (ii) From August 2016 to November 2019, BATA CSC's Minimum Monthly Express Lane Cost will be \$76,000. If Alameda CTC's actual monthly FasTrak transaction costs are below this amount, Alameda CTC shall reimburse BATA for one-fourth of the difference between the \$76,000 minimum and Alameda CTC's actual transaction costs.

Assumption: BATA's first Express Lane will become operational in August 2016.



# Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** June 18, 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 May 11, 2015, the Alameda CTC reviewed two Notices of Preparation (NOP). Comments were submitted on these documents and the comment letters are included as attachments A and B.

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

## Attachments:

- A. Response to the Notice of Preparation (NOP) of a Supplemental Environmental Impact Report (SEIR) for the Oak Knoll Mixed Use Community Plan Project
- B. Response to the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Jack London Square 4<sup>th</sup> and Madison Project

## Staff Contact

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

[Daniel Wu](#), Assistant Transportation Planner

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April 21, 2015

Robert Merkamp  
Development Planning Manager  
City of Oakland  
250 Frank H. Ogawa Plaza, Suite 2214  
Oakland, CA 94612

**SUBJECT:** Response to the Notice of Preparation of a Supplemental Environmental Impact Report (SEIR) for the Oak Knoll Mixed Use Community Plan Project

Dear Mr. Merkamp,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of a Supplemental Environmental Impact Report (SEIR) for the Oak Knoll Mixed Use Community Plan Project. The project site is approximately 189 acres bounded by Mountain Boulevard/Interstate 580 to the west, Keller Avenue to the north and east, and Sequoyah Road to the south. The proposed project would consist of approximately 925 residential units, 72,000 square feet of commercial use, and 77 acres of open space and recreation areas.

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

Basis for CMP Review

- The City of Oakland adopted Resolution 69475 on May 28, 2008 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project.

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP was amended on March 26, 1998 so that local jurisdictions are responsible for conducting travel model runs themselves or through a consultant. The City of Oakland and the Alameda CTC signed a Countywide Model Agreement on May 28, 2008. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request. The most current version of the Alameda CTC Countywide Travel Demand Model is the July 2014 update.

## Impacts

- The SEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network.
    - MTS roadway facilities in the project area include Interstate 580, Macarthur Boulevard, Skyline Boulevard, Golf Links Road, and Redwood Road.
    - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.
    - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2013 CMP for more information).
  - The SEIR should address potential impacts of the project on Metropolitan Transportation System (MTS) transit operators.
    - MTS transit operator potentially affected by the project is Alameda-Contra Costa Transit (AC Transit).
    - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix L of the 2013 CMP document for more details.
- 

## Mitigation Measures

- Alameda CTC policy regarding mitigation measures is that to be considered adequate they must be:
  - Adequate to sustain CMP roadway and transit service standards;
  - Fully funded; and
  - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.
- The SEIR should discuss the adequacy of proposed mitigation measures according to the criteria above. In particular, the SEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only certain projects are funded and built as part of the mitigation measures prior to Project completion. The SEIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.
- Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify whether the mitigation will result in an improvement, degradation, or no change in conditions for automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.

- The SEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices G and H of the 2013 CMP).

Other

- The DEIR should address the project's noise impacts because it is located adjacent to a state roadway. If the analysis finds an impact, then mitigation measures should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.

Thank you for the opportunity to comment on this NOP. Please contact me at (510) 208-7405 or Daniel Wu of my staff at (510) 208-7453 if you have any questions.

Sincerely,



Tess Lengyel  
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner

file: CMP/Environmental Review Opinions/2015

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May 18, 2015

Peterson Z. Vollmann  
Bureau of Planning  
City of Oakland  
250 Frank H. Ogawa, Suite 2114  
Oakland, CA 94612

SUBJECT: Response to Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the Jack London Square 4<sup>th</sup> and Madison Project

Dear Mr. Vollmann,

Thank you for the opportunity to respond to the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Jack London Square 4<sup>th</sup> and Madison Project. The 2.07 acre project site is bounded by Jackson Street to the west, 5<sup>th</sup> Street to the north, Madison Street to the east, and 4<sup>th</sup> Street to the south. The Project proposed demolition of the existing office building and warehouse and construction of two buildings with approximately 330 apartments and 3,000 square feet of ground floor commercial.

We have reviewed the NOP and determined that this project is exempt from review under the Congestion Management Program Land Use Analysis Element as it will not generate 100 p.m. peak hour trips in excess of existing uses. We have no further comments.

Thank you for the opportunity to respond to this NOP. 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 blue ink, appearing to read "Tess Lengyel". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Tess Lengyel  
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner

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# Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** June 18, 2015

**SUBJECT:** Legislative Update

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

## Summary

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

Alameda CTC's legislative program was approved in December 2014 establishing legislative priorities for 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:** Governor Brown released the May Revision to the 2015-16 fiscal year. While general fund revenues increased by \$6.7 billion, this revenue was largely consumed by Prop 98 (\$5.5 billion) and Prop 2 (\$633 million) requirements. However, the revised budget proposes to help the state's neediest families by enacting an Earned Income Tax Credit, setting aside funds for healthcare services for undocumented immigrants who gain resident status under the President's executive action, as well as providing significantly more cap & trade auction revenue, as described in further detail below.

Total general fund spending now stands at \$115 billion, and total spending, including bonds and special funds, is at \$169 billion. This includes a Rainy Day Fund balance expected to reach \$3.5 billion by the end of the 2015-16 fiscal year.

The release of the May Revise begins the last work efforts for budget subcommittees to complete in preparation for the Budget Conference Committee to begin reconciling differences before the June 15 budget approval deadline.

**Revenue:** The May Revise bumps up general fund revenues by \$6.7 billion. However, \$5.5 billion is consumed by K-12 schools per Prop 98 and \$633 is directed by Prop 2 to pay down existing debts. Summing up the revenue adjustments from the 2013-14, 2014-15, and the 2015-16 fiscal years: personal income tax revenue increased by \$6 billion; corporation tax revenue is up \$394 million; and sales and use tax revenue is up \$320 million, resulting in \$6.7 billion in additional revenues.

The revenue outlook remains strong. According to the Department of Finance revenue growth for the three main sources will continue to grow over the next 4 years by an average of 4.8% annually.

**Transportation:** The transportation section in the Revise is brief. It reiterates the existing funding shortfall for highway maintenance needs, which stands at \$5.7 billion annually, and the need to explore pay-as-you-go options to repair the highway system. However, the Revise contains no proposal to bridge this gap, nor does it comment on funding proposals pending in the Legislature. The Revise also restates the gains included for cap & trade programs, which totals \$1.6 billion for clean transportation related programs. It is possible that the Administration will further address the transportation needs of the state through policy level work in the coming fiscal year, which could translate into next year's budget.

What is not mentioned in the Revise is a budget letter from Finance amending the funding for the Road Usage Charge Pilot Program. The Administration seeks to accelerate the work of the pilot program by to include an additional \$1.3 million. This additional money is intended to allow the pilot program to be completed a year earlier than currently planned.

In addition, Finance issued a letter requesting a reduction of \$25 million and 166 positions to Caltrans' Capital Outlay Support Program. This reduction is due to diminishing funds from such sources as Prop 1B bonds and American Recovery and Reinvestment Act funds.

**Cap & Trade Revenue and Policy:** The Revise substantially increases the amount of cap & trade revenue available for various programs. The May Revise increases the estimated amount of cap & trade revenue from \$992 million to \$2.2 billion. While this doubles the amount of revenue, this remains a conservative estimate. The LAO's low end cap & trade revenue estimate is at \$3.3 billion, with a likely amount at \$3.7 billion.

Since allocation of cap & trade revenue for the Low Carbon Transit Operations, the Transit & Intercity Rail Capital Program, and the Affordable Housing & Sustainable Communities Program are continuously appropriated, it will be left to the administering entity to decide how these funds will be allocated. It is unclear if the Transportation Agency will use some or all of the extra revenue to fund more projects in the pending funding round. However, the Strategic Growth Council will likely use any extra revenue for a new round of funding. Since the Low Carbon Transit Operating Funds are allocated based on the STA formula, it will likely allow operators to submit requests as the funds become available.

Also, it is worth noting that the numbers reflected in the chart below for the clean transportation programs do not necessarily add-up. The continuous appropriation percentage share for each of these programs does not take effect until July 1, 2015, which means each programs' percentage share is based only on the amount of auction revenue generated after July 1, 2015. The Administration assumes that \$2 billion in auction revenue will be generated in 2015-16. The shares for these programs are based on \$2 billion, not the total amount of \$2.2 billion. Furthermore, the \$265 million for the Transit Capital & Intercity Rail Program includes \$65 million in funds being carried forward from the 2014-15 fiscal year.

While not explicitly noted in the Revise, but building on his State of the State commitment to increase the availability of renewable electricity to 50% and reduce petroleum use by 50% by 2030, Governor Brown issued an Executive Order raising the bar on Greenhouse gas (GHG) reduction goals. The order calls for reducing GHG emissions by 40% below 1990 levels by 2030. This interim target is necessary to ensure the state meets the 2050 goal of reducing emissions by 80% below 1990 levels. This interim goal will be incorporated into SB 32, which is currently pending in the legislature. SB 32 updates the AB 32 statutes to direct the California Air Resources Board (CARB) and other state agencies to develop GHG reduction goals beyond the 2020 target set in AB 32.

Efforts to support meeting these aggressive reductions include a series of workshops by the Air Resources Board to update the Fleet Rule for Transit Agencies to phase in the purchase of zero-emission vehicles. This round of workshops is aimed at updating the regulations with the ambitious goal of transitioning all transit vehicles to zero emission by 2040. The schedule includes additional workshops over the summer with a progress report to the Board in September. Additional workshops will be held during the winter, with the expectation of Board action in the spring of 2016. The main issues being discussed are how to phase in this requirement, determine the role of hybrids and alternative fueled vehicles, the use of state, federal and local funds to purchase these vehicles, and how small operators will comply with these regulations.

CARB also is in the process of finalizing its sustainable freight program that focuses on a pathway to zero and near-zero emissions for the freight transportation. Future cap & trade funding for goods movement will likely be linked to CARB's final sustainable freight report.

AB 32 authorized the California Cap & Trade Program and the additional cap & trade revenue included in the Revise is allocated as follows:

Figure CAP-01  
**2015-16 Cap and Trade Expenditure Plan**  
(Dollars in Millions)

| <i>Investment Category</i>                       | <i>Department</i>                                                | <i>Program</i>                                                | <i>Jan 10/<br/>Accelerated<br/>Drought</i> | <i>May<br/>Revision</i> | <i>Total</i>   |
|--------------------------------------------------|------------------------------------------------------------------|---------------------------------------------------------------|--------------------------------------------|-------------------------|----------------|
| Sustainable Communities and Clean Transportation | High-Speed Rail Authority                                        | High-Speed Rail Project                                       | \$250                                      | \$250                   | \$500          |
|                                                  | State Transit Assistance                                         | Low Carbon Transit Operations Program                         | \$50                                       | \$50                    | \$100          |
|                                                  | Transportation Agency                                            | Transit and Intercity Rail Capital Program                    | \$100                                      | \$165                   | \$265          |
|                                                  | Strategic Growth Council                                         | Affordable Housing and Sustainable Communities Program        | \$200                                      | \$200                   | \$400          |
|                                                  | Air Resources Board                                              | Low Carbon Transportation                                     | \$200                                      | \$150                   | \$350          |
| Energy Efficiency and Clean Energy               | Department of Community Services and Development                 | Energy Efficiency Upgrades/Weatherization                     | \$75                                       | \$65                    | \$140          |
|                                                  | Department of General Services *                                 | Energy Efficiency for Public Buildings                        | \$20                                       | \$20                    | \$40           |
|                                                  | University of California/ California State University            | Renewable Energy and Energy Efficiency Projects               | \$0                                        | \$60                    | \$60           |
|                                                  | Department of Water Resources/Department of Food and Agriculture | Water and Energy Efficiency                                   | (\$30)                                     | \$60                    | \$60           |
|                                                  | Energy Commission/ Department of Water Resources                 | Drought Executive Order - Rebates for Appliances              | \$0                                        | \$30                    | \$30           |
|                                                  | Energy Commission/ Department of Water Resources                 | Drought Executive Order - Water and Energy Technology Program | \$0                                        | \$30                    | \$30           |
|                                                  | Department of Food and Agriculture                               | Agricultural Energy and Operational Efficiency                | \$5                                        | \$20                    | \$25           |
|                                                  | Department of Fish and Wildlife                                  | Wetlands and Watershed Restoration                            | \$25                                       | \$40                    | \$65           |
| Natural Resources and Waste Diversion            | Department of Forestry and Fire Protection                       | Forest Health                                                 | \$42                                       | \$50                    | \$92           |
|                                                  | Department of Food and Agriculture                               | Healthy Soils                                                 | \$0                                        | \$20                    | \$20           |
|                                                  | Cal Recycle                                                      | Waste Diversion                                               | \$25                                       | \$35                    | \$60           |
| <b>Total</b>                                     |                                                                  |                                                               | <b>\$992</b>                               | <b>\$1,245</b>          | <b>\$2,237</b> |

\* Shifts administration of Green Buildings and \$20 million from the current year from Energy Commission to Department of General Services.

## 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 passed short-term, two-month extensions on authorization for federal highway and mass transit programs, which were set to expire at the end of May. The legislation delays decisions over a long-term funding solution until the Highway Trust Fund runs out of money at the end of July.

The debate on the surface transportation program, including how to fund it will continue into the summertime.

During debates on the extension, House Republicans focused on the need to prevent 4,000 federal employee furloughs and the shutdown of reimbursements to state DOTs that would begin on June 1 unless Congress enacted an extension. Democrats emphasized the need to enact a long-term surface transportation reauthorization bill before the end of the extension on July 31. House Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) noted that he expects Congress will likely need to take up another short-term extension through the end of the calendar year to allow the tax committees in the House and Senate enough time to work out a long-term funding solution. Both chambers are interested in a long-term solution, but differ on the funding mechanism.

It is expected that the Senate EPW Committee will mark up a six-year transportation bill in June.

**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 proposal would authorize \$478 billion to be spent over six years on surface transportation programs. The Administration's proposal was introduced as legislation in May (H.R. 2353) by Representative Peter DeFazio (D-Ore.) on the same day the House approved a the two-month funding patch for highway programs. Representative DeFazio introduced the bill in an effort to support longer-term transportation solutions.

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 Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan program.

The 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 2015 Legislation Program

### **Staff Contact**

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



## 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>                                         |



# Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** June 18, 2015

**SUBJECT:** California Transportation Commission May 2015 Meeting Summary

**RECOMMENDATION:** Receive an update on the May 2015 CTC Meeting.

## Summary

The May 2015 California Transportation Commission (CTC) meeting was held in Fresno. Detailed below is a summary of the four (4) agenda items of significance pertaining to Projects/Programs within Alameda County that were considered at the meeting.

## Background

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

Detailed below is a summary of the four agenda items of significance pertaining to Projects / Programs within Alameda County that were considered at the May 2015 CTC meeting (Attachment A).

### 1. 2016 State Transportation Improvement Program (STIP) – Final Fund Estimate Assumptions

CTC approved the assumptions for the 2016 STIP Fund Estimate. The assumptions for the 2016 STIP Fund Estimate provide the basis for forecasting available capacity for the 2016 STIP and the 2016 State Highway Operation and Protection Program (SHOPP). Between now and August 2015, CTC will monitor enacted state and federal legislation that may affect the STIP, and will include any changes required by law and the 2016 Fund Estimate.

The key milestones for the development of the 2016 STIP are:

- January 2015 – Overview
- March 2015 – Present Draft Fund Estimate Assumptions and Key Issues
- May 2015 – Approve Fund Estimate Assumptions  
(pending changes to the May Revision of the fiscal year 2015-16 Governor's Budget)

- June 2015 – Present Draft STIP Fund Estimate and Guidelines
- August 2015 – Adopt STIP Fund Estimate and Guidelines

## **2. Proposition 1B Corridor Mobility Improvement Account (CMIA) /I-580 Isabel Interchange (Segment 3) Project**

The CTC approved de-allocation of \$131,918 in Proposition 1B CMIA Program funds from the I-580 Isabel Interchange (Segment 3) Project, thereby reducing the original CMIA construction capital allocation of \$17,113,000 to \$16,981,082.

*Outcome: The de-allocation reflects contract close-out savings.*

## **3. Final Environmental Impact Report for the East Bay Bus Rapid Transit Project**

CTC accepted the Final Environmental Impact Report (FEIR), Findings of Fact and Statement of Overriding Considerations and approved the East Bay Bus Rapid Transit project for future consideration of funding.

*Outcome: The first two phases of construction were awarded in December 2014 and January 2015; they will relocate utility infrastructure and construct parking lots and intersection improvements related to the project. The third phase of construction will implement all the major portions of the BRT project and is planned to be awarded summer 2015.*

## **4. 2014 Active Transportation Program (ATP) / Alameda County Public Works' Safe Routes to School Project**

CTC approved de-programming \$8,157,000 in competitive funds for the Santa Rosa Jennings Avenue Bicycle/Pedestrian Crossing at SMART Railroad Tracks Project and programmed available funds to four projects including Alameda County Public Works' Safe Routes to School Project (\$668,000).

*Outcome: Alameda County Public Works' Safe Routes to School Project included in approved list of 2014 ATP projects.*

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

### **Attachments**

- A. May 2015 CTC Meeting summary for Alameda County Project / Programs

### **Staff Contact**

[James O'Brien](#), Interim Deputy Director of Programming and Allocations

[Vivek Bhat](#), Senior Transportation Engineer

## May 2015 CTC Summary for Alameda County Projects/ Programs

| Sponsor        | Program / Project                                                                                         | Item Description                                                                                                                                                                                                                                                                      | CTC Action / Discussion |
|----------------|-----------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|
| Caltrans       | 2016 State Transportation Improvement Program (STIP) Fund Estimate Assumptions                            | Approve assumptions for the 2016 STIP Fund Estimate.                                                                                                                                                                                                                                  | Approved                |
| Caltrans       | Proposition 1B Corridor Mobility Improvement Account (CMIA) /I-580 Isabel Interchange (Segment 3) Project | Approve de-allocation of \$131,918 in Proposition 1B CMIA Program funds from the I-580 Isabel Interchange (Segment 3) Project                                                                                                                                                         | Approved                |
| AC Transit     | Final Environmental Impact Report for the East Bay Bus Rapid Transit Project                              | Accept the Final Environmental Impact Report (FEIR), Findings of Fact and Statement of Overriding Considerations and approve the East Bay Bus Rapid Transit project for future consideration of funding                                                                               | Approved                |
| Alameda County | 2014 Active Transportation Program (ATP) / Alameda County Public Works' Safe Routes to School Project     | Approve de-programming \$8,157,000 in competitive funds for the Santa Rosa Jennings Avenue Bicycle/Pedestrian Crossing at SMART Railroad Tracks Project and program available funds to four projects including Alameda County Public Works' Safe Routes to School Project (\$668,000) | Approved                |

[http://www.catc.ca.gov/meetings/agenda/2015Agenda/2015\\_05/00x\\_ETA.pdf](http://www.catc.ca.gov/meetings/agenda/2015Agenda/2015_05/00x_ETA.pdf)

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# Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** June 18, 2015

**SUBJECT:** Alameda CTC FY2015-16 Comprehensive Investment Plan

**RECOMMENDATION:** Approve Alameda CTC's FY2015-16 Comprehensive Investment Plan.

## Summary

The fiscal year 2015-16 (FY2015-16) Comprehensive Investment Plan translates long-range plans into short-range implementation by establishing a list of short-range priority transportation improvements to enhance and maintain Alameda County's transportation system. The CIP identifies more than \$1.2 billion in anticipated transportation funding from voter-approved funding and state, regional and federal funds programmed by Alameda CTC over a five-year horizon and strategically matches funding sources to targeted transportation priorities in Alameda County's transportation system. The CIP includes a two-year allocation plan and serves as Alameda CTC's strategic plan for voter-approved expenditure plans.

The recommendations for five years of programming and two years of allocations in the initial CIP were developed through an abbreviated process to allow for the development of policies related to Measure BB implementation. Projects and programs included in the CIP funded by sources aside from Measure BB were selected and programmed through the specific guidelines associated with those funding sources. Some project funding shown in the CIP was programmed to projects through separate processes prior to this initial CIP and is expected to be expended within the five-year CIP.

Annually, Alameda CTC will update financial projections, and the Commission will adopt the CIP in coordination with Alameda CTC's annual budget. Every two years, Alameda CTC will comprehensively update the CIP to review existing CIP projects/programs and open an enrollment window for new projects/programs. The Countywide Transportation Plan (CTP) will provide the basis for the programming and allocations of funding within the purview of Alameda CTC.

On June 4, 2015, the Alameda County Technical Advisory Committee approved the CIP. On June 8, 2015, the Programs and Projects Committee approved the CIP. Staff recommends the Commission approve the FY2015-16 Comprehensive Investment Plan.

## **Background**

In March 2013, the Commission adopted a Strategic Planning and Programming Policy to consolidate existing planning and programming processes to improve the efficiency and effectiveness of future policy decisions on transportation investments in Alameda County. This policy has resulted in the integration of existing planning and programming practices performed by Alameda CTC into a single, streamlined, strategic planning and programming document, the CIP, which identifies short- and long-term transportation solutions that meet the vision and goals established by the CTP.

In October 2014, the Commission adopted the following five CIP policy principles, development process and initial programming fund estimate of just over \$1.5 billion for capital projects and program investments.

### **CIP policy principles**

1. Implementing the County's adopted vision
2. Balanced strategic program across project delivery phases
3. Maximizing transportation investments
4. Investments in all transportation modes
5. Delivering solutions while ensuring accountability

In December 2014, the Commission approved the following three-phase CIP project-selection methodology:

- Phase 1: Projects/program inventory identification/eligibility screening
- Phase 2: Project/program evaluation
- Phase 3: Countywide prioritization assessment

In January 2015, the Commission approved the following project selection criteria categories for the first CIP:

1. Readiness delivery criteria
2. Needs and benefits criteria
3. Project/program sustainability criteria
4. Matching and leveraging funds criteria
5. Other funding features criteria

In March 2015, the Commission approved the FY2015-16 Measure BB Two-year Allocation Plan that represents the initial allocations of Measure BB funding for certain projects and programs included in the 2014 Transportation Expenditure Plan (2014 TEP).

## CIP Purpose

The overarching purpose of the CIP is to ensure that transportation funds are invested in projects and programs that provide the greatest public benefit, advance the development of projects and programs toward implementation, and support leveraging of local, regional, state and federal dollars for Alameda County's transportation priorities.

The objectives of the CIP are to:

1. **Translate long-range plans into short-range implementation:** The CIP transitions long-range plans into focused project/program delivery over a five-year programming window with a two-year allocation plan;
2. **Serve as the strategic plan:** The CIP serves as Alameda CTC's Strategic Plan for voter-approved transportation funding as required by the respective legislation for each funding program. The revenue and expenditure assumptions for each fund source are confirmed annually and serve as the basis for the financial management of each fund source; and
3. **Establish a comprehensive and consolidated programming plan:** The CIP is a programming decision-making document that will be used to strategically program funding sources under Alameda CTC's authority for capital improvements, operations and maintenance projects and programs. Integrating all funding sources into one programming document permits Alameda CTC to coordinate the programming and allocations of multiple fund sources to ensure that the investments of funds from the individual sources are coordinated to maximize the effectiveness of the overall investment in the Alameda County transportation system.

## Fund sources

The CIP incorporates all funding sources under the purview of Alameda CTC decision-making authority into one document, including voter-approved funding and state, regional and federal funds programmed by Alameda CTC.

*Voter-approved funding programs:*

- 1986 Measure B
- 2000 Measure B
- 2014 Measure BB
- 2010 Vehicle Registration Fee

*State and regional funding programs:*

- Lifeline Transportation Program
- Regional Improvement Program
- Regional Measure 2

- State Transportation Improvement Program
- Transportation Fund for Clean Air
- Other state and regional programs such as Active Transportation

*Federal funding programs:*

- One Bay Area Grant Program
  - Surface Transportation Program
  - Congestion Mitigation and Air Quality Program
- Other federal programs including Active Transportation

The five years of programming in the amount of over \$1.2 billion from FY2015-2016 through FY2019-20 and two years of allocations in the initial CIP were developed through an abbreviated process to allow for the development of policies related to Measure BB implementation. Projects and programs included in the CIP funded by sources aside from Measure BB were selected and programmed through the specific guidelines and agencies associated with those funding sources.

### **Update Schedule**

The CIP will be updated annually to coincide with Alameda CTC's annual budget update and biennially to review the CIP projects/programs and open enrollment for new projects and programs.

**Fiscal Impact:** This recommendation includes programming of \$1,113,993,000 from a variety of sources. The total amount of project and program funding in the CIP, including funds programmed prior to FY2015-16, is \$1,222,410,000.

### **Attachments**

- A. [Alameda CTC FY2015-16 Comprehensive Investment Plan \(hyperlinked to the web\)](#)

### **Staff Contact**

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

[James O'Brien](#), Interim Deputy Director of Programming and Allocations

[John Nguyen](#), Senior Transportation Planner



# Memorandum

6.8

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** June 18, 2015

**SUBJECT:** Measure B/Vehicle Registration Fee Program: Draft Fiscal Year 2013-14 Compliance Report

**RECOMMENDATION:** Approve FY2013-14 Draft Measure B and Vehicle Registration Fee Program Compliance Reports and the exemption requests from the Timely Use of Funds Policy.

## Summary

The Master Programs Funding Agreement (MPFA) requires recipients of Measure B and Vehicle Registration Fee (VRF) Direct Local Distribution (DLD) funds to submit a compliance report and Audited Financial Statements to Alameda CTC annually. These reports document the receipt and expenditures of Measure B/VRF DLD funds, completion of reporting requirements, and an implementation plan using available fund balances per the Timely Use of Funds and Reserve policies. In Fiscal Year 2013-14 (FY2013-14), recipients received \$66.7 million of Measure B funds and \$7.2 million of VRF funds for programs that fund locally prioritized bicycle and pedestrian, streets and roads, mass transit, and paratransit programs in Alameda County.

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

For the FY2013-14 reporting year, all Measure B/VRF recipients submitted compliance reports and audited financial statements that complied with the MPFA requirements. From this information, the Alameda CTC prepared Measure B and VRF Compliance Summary Reports that describes the FY2013-14 DLD funds and investments into the county's transportation system (*Attachment A and B*).

## Background

Since the 2000 Measure B sales tax collections began on April 1, 2002, Alameda CTC has distributed approximately \$706.1 million in Measure B DLD funds to twenty eligible jurisdictions in Alameda County through June 30, 2014. In FY2013-14 Measure B generated approximately \$120 million in net revenues, of which approximately \$66.7 million (60 percent) is provided directly to 20 jurisdictions as DLD funds for bicycle and pedestrian, local transportation (streets and roads), mass transit, and paratransit programs as shown below.

| <b>Measure B DLD FY2013-14 Distributions</b>     | <b>in Millions</b> |
|--------------------------------------------------|--------------------|
| Local Transportation (Streets and Roads) Program | \$ 26.4            |
| Mass Transit Program                             | \$ 25.1            |
| Paratransit Programs                             | \$ 10.7            |
| <u>Bicycle and Pedestrian Program</u>            | <u>\$ 4.5</u>      |
| <b>Total</b>                                     | <b>\$ 66.7</b>     |

Since Vehicle Registration Fee collections began in May 2011, Alameda CTC has distributed approximately \$21.6 million in VRF DLD funds through June 30, 2014. In FY2013-14, VRF generated approximately \$12.0 million in net revenues, of which \$7.2 million (60 percent) is provided directly to 15 jurisdictions as DLD funds for their Local Road Repair and Improvement Programs.

### MPFA and Reporting Requirements

In spring 2012, Measure B/VRF DLD recipients entered into a new MPFA with Alameda CTC. The MPFA and its associated Implementation Guidelines outlined DLD allocations, eligible expenditures, reporting requirements, and policies on the timely use of funds and establishment of fund reserves. The Timely Use of Funds and Reserve Fund Policies strengthen the requirements for agencies to expeditiously expend available fund balances.

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

- Number of road miles served within the agency's jurisdictions
- Publication of a newsletter article, website coverage, and signage
- Current Pavement Condition Index for the agency's roadways
- Documentation of current Bicycle and Pedestrian Master Plans
- Implementation plan using fund balances and projected annual revenues

For FY2013-14, the Audited Financial Statements of the jurisdictions' revenues and expenditures were due to Alameda CTC on December 29, 2014, and the compliance reports were due on December 31, 2014. In January 2015, Alameda CTC staff, in collaboration with the Citizens' Watchdog Committee (CWC) reviewed the audited financial statements and compliance reports submitted by the jurisdictions. From this review, Alameda CTC staff sent Request for Information letters to all the jurisdictions to confirm their compliance status, gather additional information on reported expenditures, and clarify fund reserve implementation plans. All 20 agencies/jurisdictions responded with additional information and updated their reports. The Measure B and VRF Program Compliance Summary Reports (*Attachments A and B*) summarize the jurisdictions' revenues, expenditures and planned uses for unexpended Measure B/VRF funds.

### Fund Balances and Reserves

The FY2011-12 Compliance Report process was the first year of implementing the new MPFA and the Timely Use of Funds policy. The FY2013-14 Measure B and VRF Compliance Report process is now in its third year, and continues to monitor the status of fund balances. The combined FY2013-14 ending Measure B fund balance across DLD recipients is \$43.5 million, representing an increase of \$3 million from the prior fiscal year. The increase is found among the mass transit and paratransit program, whose fund recipients noted that expenditures were incurred in FY2013-14, but not financially captured in the FY2013-14 reporting year. These expenses will be accounted for in the following FY2014-15 reporting year. The combined FY2013-14 ending VRF fund balance across DLD recipients is \$9.1 million, representing a decrease of \$0.2 million from the prior fiscal year.

The Timely Use of Funds Policy permits the establishment of a Capital Reserve Fund which allows recipients to identify a four year expenditure window using remaining fund balances. Based on the structure of this reserve, Alameda CTC expects the overall program fund balance to decrease progressively over the next fiscal years as these windows closeout. Since the implementation of the Timely Use of Funds Policy, there are three Capital Fund Reserve windows as depicted below.

| <b>MB &amp; VRF<br/>Capital<br/>Reserves</b> | <b>FY 12-13</b>                                      | <b>FY 13-14</b>                                      | <b>FY 14-15</b>                                      | <b>FY 15-16</b> | <b>FY 16-17</b> | <b>FY 17-18</b> |
|----------------------------------------------|------------------------------------------------------|------------------------------------------------------|------------------------------------------------------|-----------------|-----------------|-----------------|
| FY 13-16                                     | \$52.5 million committed<br>\$17.9 million remaining |                                                      |                                                      |                 |                 |                 |
| FY 14-17                                     |                                                      | \$24.3 million committed<br>\$19.5 million remaining |                                                      |                 |                 |                 |
| FY 15-18                                     |                                                      |                                                      | \$21.8 million committed<br>\$21.8 million remaining |                 |                 |                 |

Recipients have until the end of the respective Capital Reserve Fund windows to expend the remaining balances.

The Alameda CTC uses the Measure B/VRF Reserve Policies and Monitoring Procedures to guide administration and review of the Compliance Report process. Per the MPFA and the Reserve Policies and Monitoring Procedures, recipients are required to 1) identify specific projects and/or reserves with the funds identified to be available, and 2) meet an actual expenditure threshold of 70 percent or greater of the annual implementation plan (identified in the prior compliance report). For the FY2013-14 reporting year, Alameda CTC received six requests for exemptions from jurisdictions who did not meet these requirements.

The San Joaquin Regional Rail Commission (SJRRRC) submitted a Request for Exemption Letter from the Timely Use of Funds and Reserve Policies. The MPFA permits a maximum of 50 percent of annual revenues be allocated to Operational Reserves. SJRRRC is requesting an exception to exceed the maximum Operational Fund Reserve by \$0.6 million. A funding agreement defines the amount of Measure B contributions from Alameda County required for the SJRRRC's Altamont Corridor Service. This agreement defines an annual contribution that is based on 2002 operating costs that are escalated annually by a Consumer Price Index factor, and then split among the three participating counties (Alameda, San Joaquin and Santa Clara). The Alameda County share is 33% based on ridership from the four Alameda stations. In the initial years of operation, annual expenses were less than annual Measure B revenues, and a balance of funds has accumulated. The cost of the Alameda County portion of the annual operations for FY2014-15 and forward exceed the annual Measure B revenue and the balance of unexpended funds are being reduced and expected to be exhausted over the next four years. SJRRRC is requesting an exception to the reserve policy in order to allocate \$1.8 million to the operating reserve, a sum beyond the 50% of the annual revenue limit.

The remaining five requests are seeking exemptions from the Measure B/VRF Reserve Policies and Monitoring Procedures that requires jurisdictions to provide justifications of annual balances greater than 30 percent of the reported Planned Projects (cumulatively across all programmatic types). Each agency has provided a Request for Exemption Letter that explains their fund balances and anticipated expenditure plans in the following fiscal year (FY2014-15). The jurisdiction's compliance reports further describe specific planned FY2014-15 expenditures associated with the prior year's fund balance that will be consistent with the Timely Use of Funds goals.

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

1. Project Delays
2. Revised Implementation Plan to implement other future projects
3. Expenditures incurred, but not accrued, in FY13-14 and will be expensed in FY14-15
4. Project Savings
5. Project scope reduced due to unforeseen issues i.e. funding issues, community concern, etc.

Staff recommends the Commission approve the six Requests for Exemption from the Timely Use of Funds and Reserve Policies to allow exceeding the maximum operational fund reserve limit for FY2014-15 (SJRRRC), and to permit annual balances greater than 30 percent threshold for planned projects (*as listed in Attachment C*) to carry over to FY 2014-15. The Request for Exemption Letters (*Attachment D*) and the jurisdictions' compliance report describe plans to utilize all the funds. Upon the approval of the exemption requests, the Measure B/VRF DLD recipients are found to be in compliance with the programs' requirements. Additional timely use of funds requirements will be evaluated in future years, such as the Capital Fund Reserve monitoring, with the first review period ending in FY 2015-16.

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

### **Attachments**

- A. Draft Measure B Program Compliance Report FY2013-14
- B. Draft Vehicle Registration Fee Program Compliance Report FY2013-14
- C. Summary of Exemptions for Agencies with Balances of greater than 30 percent
- D. Timely Use of Funds and Reserve Policy Exemption Request Letters

### **Staff Contact**

[James O'Brien](#), Interim Deputy Director of Programming and Allocations

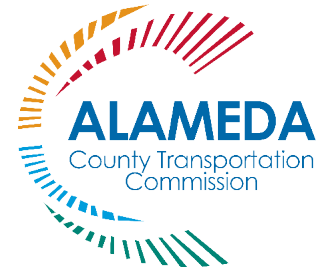
[John Nguyen](#), Senior Transportation Planner

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## Measure B

### Direct Local Distributions Program Compliance Report



Fiscal Year 2013-2014

June 2015

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

DRAFT May 2015

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## Introduction



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

In FY 13-14, Alameda CTC distributed approximately \$66.6 million to the twenty local jurisdictions in Alameda County. Each fiscal year, Alameda CTC requires these recipients to report on their Measure B Direct Local Distribution fund expenditures.

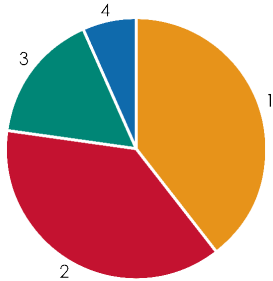
Alameda County jurisdictions rely on Measure B funds for numerous types of projects including bikeways, bicycle parking facilities, pedestrian crossing improvements, intersection and signal improvements, guardrails, street resurfacing and maintenance, bus and ferry operations, rail services, shuttle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

This Compliance Report provides a summary of FY 13-14 revenues and expenditures reported by Measure B recipients, as required by a Master Programs Funding Agreement (MPFA) that was executed between Alameda CTC and the local jurisdictions in 2012. The MPFA outlines the funding distribution to the recipients, eligible expenditures, and reporting requirements pertaining to the use of the transportation sales tax.

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

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

## Measure B Direct Local Distributions Revenues



Measure B Direct Local Distributions

Dollars in millions

|                            |               |             |
|----------------------------|---------------|-------------|
| 1 Local Streets and Roads  | \$26.4        | 40%         |
| 2 Mass Transit             | \$25.1        | 38%         |
| 3 Paratransit              | \$10.7        | 16%         |
| 4 Bicycle and Pedestrian   | \$4.5         | 6%          |
| <b>Total Distributions</b> | <b>\$66.7</b> | <b>100%</b> |

The Alameda CTC disburses Measure B Direct Local Distribution funds on a monthly basis to local Alameda County jurisdictions for their transportation programs based on distribution formulas identified in the 2000 Measure B Transportation Expenditure Plan. This report summarizes the total Alameda CTC Measure B allocations and agency expenditures for fiscal year 2013-2014 (FY 13-14).

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

### Measure B Direct Local Distributions

Measure B sales tax collections have increased from the prior years with the strengthening economy. In FY 13-14, Alameda CTC provided approximately \$66.7 million in Measure B Direct Local Distributions funds to four transportation programs:

- 1) Local Streets and Roads (\$26.4 million)
- 2) Mass Transit Services (\$25.1 million)
- 3) Special Transportation Services for Seniors and People with Disabilities (paratransit) (\$10.7 million)
- 4) Bicycle and Pedestrian Safety (\$4.5 million)

The FY 13-14 distributions are approximately \$2 million more than the prior fiscal year. In the audited financial statements and compliance reports, the agencies reported the receipt of \$66.7 million in Direct Local Program Distributions, and used approximately \$63.9 million in FY 13-14.



## Measure B

### Direct Local Distribution Program Expenditures

Each fiscal year, local jurisdictions utilize Direct Local Distribution funds to implement their projects and programs. In FY 13-14, jurisdictions expended \$63.9 million on transportation improvements in Alameda County. That is approximately \$2.8 million less than the annual revenue received by the jurisdictions. In a closer examination of the programs, paratransit and mass transit fund recipients noted Measure B funds were expended but not classified in the FY 13-14 reporting year. This creates an appearance of unused funds for the fiscal year, but the funds have been spent and will be captured in the following fiscal year. Through the compliance report, jurisdictions provide implementation plans using remaining Measure B funds in the future fiscal years for all of their Measure B funded programs.

See the chart below for more information on Measure B FY 13-14 Direct Local Distribution balances, annual revenue distributions, and expenditures.



#### FY 13-14 Measure B Expenditures and Fund Balances

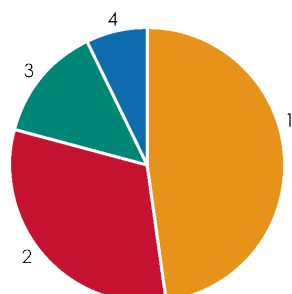
| Jurisdiction        | 13-14 Starting MB Balance | 13-14 MB Revenue    | 13-14 MB Interest | 13-14 MB Expended   | 13-14 Ending MB Balance |
|---------------------|---------------------------|---------------------|-------------------|---------------------|-------------------------|
| AC Transit          | \$0                       | \$25,360,728        | \$0               | \$22,296,461        | \$3,064,267             |
| BART                | \$0                       | \$1,763,298         | \$0               | \$1,763,298         | \$0                     |
| LAVTA               | \$0                       | \$969,687           | \$0               | \$969,687           | \$0                     |
| WETA                | \$3,183,231               | \$923,069           | \$2,015           | \$661,891           | \$3,446,424             |
| ACPWA               | \$749,251                 | \$2,940,831         | \$10,076          | \$1,443,996         | \$2,256,162             |
| ACE                 | \$2,478,936               | \$2,508,854         | \$4,821           | \$2,824,169         | \$2,168,442             |
| City of Alameda     | \$3,008,030               | \$2,017,093         | \$28,795          | \$2,298,204         | \$2,755,714             |
| City of Albany      | \$428,577                 | \$467,919           | \$1,146           | \$768,464           | \$129,178               |
| City of Berkeley    | \$1,548,672               | \$3,342,735         | \$1,278           | \$2,330,062         | \$2,562,623             |
| City of Dublin      | \$904,164                 | \$520,539           | \$4,135           | \$559,739           | \$869,099               |
| City of Emeryville  | \$153,022                 | \$301,474           | \$1,474           | \$39,170            | \$416,800               |
| City of Fremont     | \$4,194,004               | \$3,561,826         | \$19,568          | \$4,490,636         | \$3,284,761             |
| City of Hayward     | \$2,170,957               | \$3,292,248         | \$8,746           | \$3,431,698         | \$2,040,253             |
| City of Livermore   | \$1,879,663               | \$1,188,417         | \$19,883          | \$1,157,631         | \$1,930,332             |
| City of Newark      | \$244,705                 | \$717,001           | \$997             | \$487,502           | \$475,201               |
| City of Oakland     | \$12,016,585              | \$11,930,940        | \$40,017          | \$12,539,565        | \$11,447,976            |
| City of Piedmont    | \$555,948                 | \$425,931           | \$1,417           | \$589,535           | \$393,761               |
| City of Pleasanton  | \$2,289,901               | \$1,031,710         | \$31,276          | \$1,666,789         | \$1,686,098             |
| City of San Leandro | \$3,472,226               | \$1,835,523         | \$12,312          | \$1,899,673         | \$3,420,388             |
| City of Union City  | \$1,201,273               | \$1,562,322         | \$12,196          | \$1,633,452         | \$1,142,339             |
| <b>Total</b>        | <b>\$40,479,144</b>       | <b>\$66,662,145</b> | <b>\$200,152</b>  | <b>\$63,851,622</b> | <b>\$43,489,819</b>     |

#### Notes:

1. The table above reflects Measure B financials reported on the Audited Financial Statements and Compliance Reports.
2. Revenue and expenditure figures throughout this report may vary due to number rounding.
3. The Starting MB Balance may vary from the prior year due to restatement of fund balances in FY 13-14.
4. The Ending MB Balance includes interest on Measure B funds.

## Measure B Expenditures

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



Total Measure B Funds Expended

Dollars in millions

|                                  |               |             |
|----------------------------------|---------------|-------------|
| <b>1</b> Local Streets and Roads | \$25.4        | 39%         |
| <b>2</b> Mass Transit            | \$23.9        | 37%         |
| <b>3</b> Paratransit             | \$10.5        | 16%         |
| <b>4</b> Bicycle and Pedestrian  | \$5.6         | 8%          |
| <b>Total Expended</b>            | <b>\$65.4</b> | <b>100%</b> |

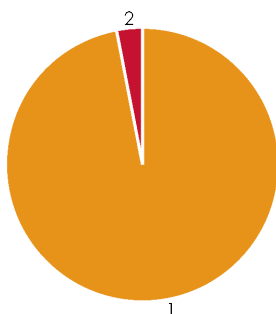
As part of the Annual Program Compliance Reporting process, agencies provided expenditure details on their Measure B expenses. This includes reporting on Measure B Direct Local Distribution expenses and project/program financing using "Other Measure B" funds such as Measure B discretionary grant awards.

In FY 13-14, agencies reported a total of \$65.4 million in Measure B expenditures. This includes \$63.9 million in Measure B Direct Local Distribution fund expenditures and \$1.5 million in "Other Measure B" funds. These expenditures supported infrastructure improvements on local roadways, and bicycle and pedestrian facilities, as well as paratransit and transit operations.

By program type, agencies spent 39 percent of total Measure B funds on local streets and roads, 37 percent on mass transit, 16 percent on paratransit, and 8 percent on bicycle and pedestrian projects.

#### Measure B Direct Local Distribution Expenditures

Of the reported \$63.9 million of Measure B Direct Local Distribution expenditures, local jurisdictions used their previous year's fund balance (\$40.5 million) and a portion of their FY 13-14 Measure B Direct Local Distribution funds (\$66.7 million) to implement FY 13-14 improvements. Remaining fund balances are identified for use in the jurisdictions' compliance reports.



Total Measure B Funds Expended by Type

Dollars in millions

|                           |               |             |
|---------------------------|---------------|-------------|
| <b>1</b> MB DLD Funds     | \$63.9        | 98%         |
| <b>2</b> MB Discretionary | \$1.5         | 2%          |
| <b>Total Expended</b>     | <b>\$65.4</b> | <b>100%</b> |

#### Other Measure B Discretionary Fund Expenditures

Discretionary Measure B funds that are awarded through Alameda CTC's grant programs are distributed to local jurisdictions on a reimbursement basis. In FY 13-14, agencies reported approximately \$1.5 million in Other Measure B expenditures that were used in conjunction with Measure B Direct Local Distributions to implement a robust project or program. These discretionary grant expenditures include the following:

- Express Bus Service Grant Program (\$1.0 million)
- Paratransit Gap Grant Program (\$0.5 million)

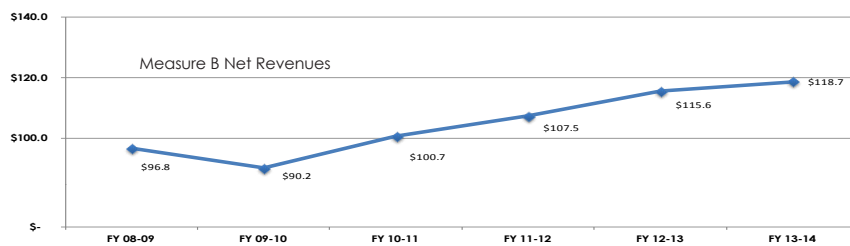
Measure B grant fund recipients receive payment after submitting a request for reimbursement for costs already incurred. As such, recipients reported their grant fund expenditures on an accrual basis, according to invoices submitted during FY 13-14.

## Measure B Revenues and Expenditure Trends

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

### Measure B Net Revenue Trends FY 08-09 through FY 13-14

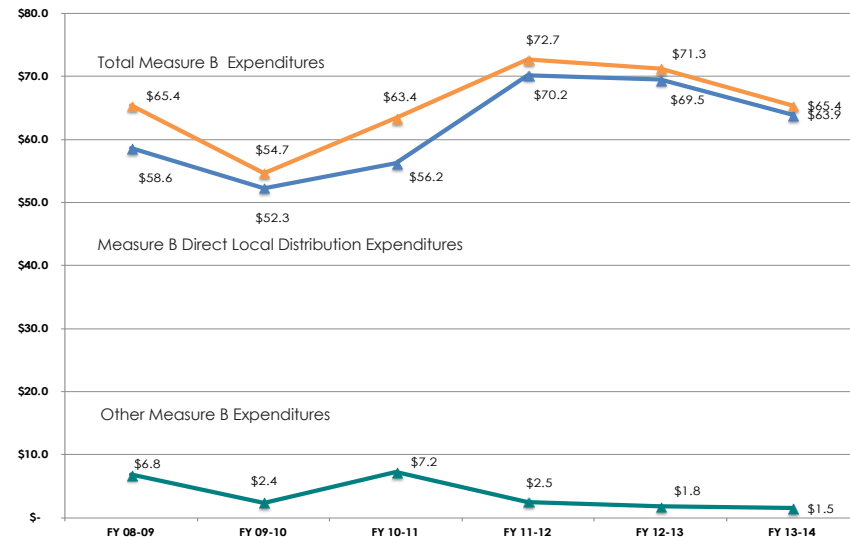
Dollar in millions



In FY 13-14, Measure B expenditures by the jurisdictions were in-line with the prior year's reported expense amounts. However, expenditures were slightly less than the annual revenue received for the fiscal year. This contributed to a \$2.8 million increase in the overall year end fund balance among the jurisdictions. The chart below details Measure B funds expended over the last six fiscal years.

### Measure B Expenditures Trends FY 08-09 through FY 13-14

Dollar in millions



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



## Expenditures by Transportation Mode

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



In FY 13-14, jurisdictions used \$65.4 million in Measure B funds to support the following transportation modes within each program:

- **Bicycle and pedestrian:** Of the \$5.6 million used, local agencies spent:
  - 42 percent on bicycle and pedestrian improvements;
  - 40 percent on direct pedestrian improvements; and
  - 18 percent on direct bicycle improvements.
- **Local streets and roads:** Of the \$25.4 million used, local agencies spent:
  - 75 percent on local road improvement projects;
  - 14 percent on bicycle and pedestrian projects; and
  - 11 percent on other projects including paratransit services, bus facilities improvements, general program administration, and traffic management.
- **Mass transit:** Of the \$23.9 million used, local agencies spent:
  - 85 percent on bus operations;
  - 12 percent on rail operations; and
  - 3 percent on ferry operations.
- **Paratransit:** Of the \$10.5 million used, local agencies spent
  - 55 percent on services for people with disabilities;
  - 44 percent on services for seniors and people with disabilities;
  - 1 percent on other senior transportation services.

#### Measure B Expenditures by Transportation Mode

|                               | Bicycle and<br>Pedestrian Fund | Local Streets and<br>Roads Fund | Mass Transit<br>Fund | Paratransit<br>Fund | Total<br>Expenditures |
|-------------------------------|--------------------------------|---------------------------------|----------------------|---------------------|-----------------------|
| Bicycle                       | \$1,032,874                    | \$0                             | \$0                  | \$0                 | \$1,032,874           |
| Bicycle and Pedestrian        | \$2,312,653                    | \$808,732                       | \$0                  | \$0                 | \$3,121,385           |
| Pedestrian                    | \$2,224,728                    | \$2,627,988                     | \$0                  | \$0                 | \$4,852,716           |
| Local Streets and Roads       | \$0                            | \$19,067,587                    | \$0                  | \$0                 | \$19,067,587          |
| Bus                           | \$0                            | \$4,836                         | \$20,407,575         | \$0                 | \$20,412,411          |
| Ferry                         | \$0                            | \$0                             | \$661,891            | \$0                 | \$661,891             |
| Rail                          | \$0                            | \$0                             | \$2,824,169          | \$0                 | \$2,824,169           |
| Disabled Services             | \$0                            | \$0                             | \$0                  | \$5,871,108         | \$5,871,108           |
| Meals on Wheels               | \$0                            | \$0                             | \$0                  | \$7,266             | \$7,266               |
| Seniors and Disabled Services | \$0                            | \$0                             | \$0                  | \$4,620,313         | \$4,620,313           |
| Other                         | \$0                            | \$2,926,348                     | \$0                  | \$771               | \$2,927,119           |
| <b>Total</b>                  | <b>\$5,570,255</b>             | <b>\$25,435,491</b>             | <b>\$23,893,635</b>  | <b>\$10,499,458</b> | <b>\$65,398,839</b>   |

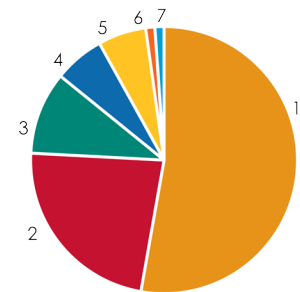
**Note:** Measure B expenditures by mode include both Direct Local Distributions and grant funds.

## Measure B Expenditures by Project Phase

Measure B funds are invested in a wide variety of projects across Alameda County to improve and maintain the transportation infrastructure. By project phase, the twenty Direct Local Distribution fund recipients reported expenditures of 53 percent of Measure B funds on operations. These dollars helped agencies to maintain roadways, bicycle trails, and transit operations to create greater access, safety and travel convenience to commuters and residents.

Other top expenditures by phase include:

- Construction (\$14.7 million)
- Maintenance (\$6.6 million)
- Project Completion / Closeout (\$4.0 million)
- Scoping, Feasibility and Planning (\$4.0 million)



**Total Measure B Expenditures by Phase**

Dollars in millions

|                                            |               |             |
|--------------------------------------------|---------------|-------------|
| <b>1</b> Operations                        | \$34.7        | 53%         |
| <b>2</b> Construction                      | \$14.7        | 23%         |
| <b>3</b> Maintenance                       | \$6.6         | 10%         |
| <b>4</b> Project Completion / Closeout     | \$4.0         | 6%          |
| <b>5</b> Scoping, Feasibility and Planning | \$4.0         | 6%          |
| <b>6</b> PS&E                              | \$0.7         | 1%          |
| <b>7</b> Other                             | \$0.7         | 1%          |
| <b>Total Expenditures</b>                  | <b>\$65.4</b> | <b>100%</b> |

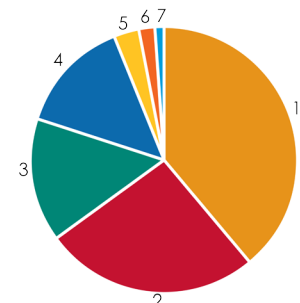
## Local Streets and Roads Expenditures by Project Phase

In FY 13-14, agencies reported \$25.4 million in Local Transportation Program expenditures. Of this amount, \$22.5 million was spent on projects that directly improved road and bicycle/pedestrian facilities, while the remaining \$2.9 million funded transit infrastructure and services.

By Project Phase, the majority of the expenses were reported in the Construction Phase in the amount of \$10.0 million (39%). Construction projects include street resurfacing, street reconstruction and overlay, drainage improvements, turn lanes, curb ramps, and stair repairs. An additional \$6.6 million (26%) was spent on the Maintenance Phase which includes pot hole repair, traffic signal repair services, and trail maintenance.

Other top local streets and roads expenditures by phase include:

- Project Completion / Closeout (\$3.7 million)
- Scoping, Feasibility and Planning (\$3.5 million)



**Local Streets & Roads Expenditures by Phase**

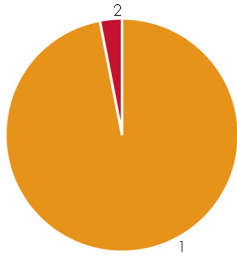
Dollars in millions

|                                          |               |             |
|------------------------------------------|---------------|-------------|
| <b>1</b> Construction                    | \$10.0        | 39%         |
| <b>2</b> Maintenance                     | \$6.6         | 26%         |
| <b>3</b> Project Completion / Closeout   | \$3.7         | 15%         |
| <b>4</b> Scoping, Feasibility & Planning | \$3.5         | 14%         |
| <b>5</b> Operations                      | \$0.7         | 3%          |
| <b>6</b> PS&E                            | \$0.5         | 2%          |
| <b>7</b> Other                           | \$0.4         | 1%          |
| <b>Total Expenditures</b>                | <b>\$25.4</b> | <b>100%</b> |

### FY 13-14 Program Highlights:

- The City of Albany performed pavement rehabilitation on 2,800 square feet of pavement, repaired 485 potholes, and restriped bicycle lanes and sharrows.
- The City of Dublin resurfaced over 295,000 square feet of street pavement to prolong the life of existing roadways.
- The City of Newark removed and replaced drainage sidewalks, curb ramps, and damaged gutters 3,800 linear feet.

## Expenditures by Project Phase



**Mass Transit Expenditures by Phase**

Dollars in millions

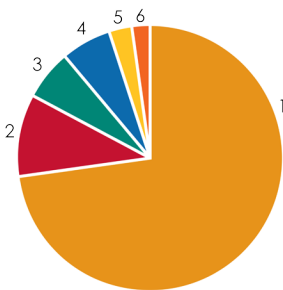
|                           |               |             |
|---------------------------|---------------|-------------|
| <b>1</b> Operations       | \$23.2        | 97%         |
| <b>2</b> Other            | \$0.7         | 3%          |
| <b>Total Expenditures</b> | <b>\$23.9</b> | <b>100%</b> |



**Paratransit Expenditures by Phase**

Dollars in millions

|                           |               |             |
|---------------------------|---------------|-------------|
| <b>1</b> Operations       | \$10.5        | 100%        |
| <b>Total Expenditures</b> | <b>\$10.5</b> | <b>100%</b> |



**Bicycle and Pedestrian Expenditures by Phase**

Dollars in millions

|                                          |              |             |
|------------------------------------------|--------------|-------------|
| <b>1</b> Construction                    | \$4.1        | 73%         |
| <b>2</b> Scoping, Feasibility & Planning | \$0.6        | 10%         |
| <b>3</b> Operations                      | \$0.3        | 6%          |
| <b>4</b> Project Completion/Closeout     | \$0.3        | 6%          |
| <b>5</b> PS&E                            | \$0.2        | 3%          |
| <b>6</b> Other                           | \$0.1        | 2%          |
| <b>Total Expenditures</b>                | <b>\$5.6</b> | <b>100%</b> |

### Mass Transit Expenditures by Project Phase

Transit agencies expended 97% of Measure B Mass Transit funds on service operations in the amount of \$23.2 million. Additional expenditures are tied to construction related improvements including ferry maintenance and transit facility repairs.

#### FY 13-14 Program Highlights:

- Measure B funds supported AC Transit's fixed route transit operations to provide over 49.3 million one-way trips.
- LAVTA used a combination of Measure B Direct Local Distributions and discretionary grant funds to provide 1.7 million one-way trips for Tri-Valley residents and commuters.
- San Francisco Water Emergency Transportation Authority performed mid-life refurbishments on the Bay Breeze ferry.

### Paratransit Expenditures by Project Phase

Agencies spent 100 percent of the \$10.5 million in Measure B paratransit funds on operations to provide services include transportation, meal delivery, and travel training to seniors and people with disabilities.

#### FY 13-14 Program Highlights:

- The City of Berkeley provided over 9,000 taxi trips for medical, grocery, and recreational trips as part of their same day transportation program.
- The City of Fremont provided 19,000 trips through its Measure B funded city-based transportation services for seniors and persons with disabilities.

### Bicycle and Pedestrian Safety Expenditures by Project Phase

Agencies reported total expenditures of \$5.6 million on bicycle and pedestrian projects. The majority of these expenditures funded construction of capital projects such as lanes and pathways for bicyclists and pedestrians, sidewalk and ramp repair, and bicycle facilities. Many of the improvements from Measure B funding made intersections and walkways safer and more accessible for pedestrians and bicyclists.

#### FY 13-14 Program Highlights:

- The City of Hayward constructed 1,285 linear feet of new sidewalks on Huntwood Ave, D. Street, and Industrial Blvd.
- The City of Piedmont expended Measure B on the development of a Bicycle and Pedestrian Master Plan to establish a plan to improve bicycle and pedestrian safety.

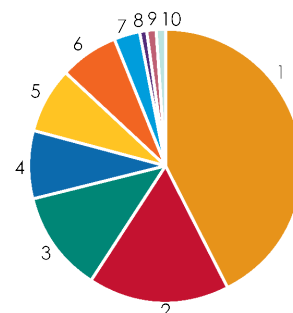
## Measure B Expenditures by Project Type

### Local Streets and Roads Expenditures by Project Type

Jurisdictions reported a total of \$25.4 million in local street and road expenditures for transportation improvements. By project type, approximately \$10.9 million went to street resurfacing and maintenance, \$4.2 million financed staffing program administration, and \$3.1 million was used for sidewalk and ramp improvements. The other expenditures including financing a wide variety of improvements such as sidewalk and ramp repairs, equipment and field supplies for street projects, guardrails, and bicycle safety education training.

#### FY 13-14 Program Highlights:

- The Alameda County Public Works used Measure B to maintain service operations of the bridges leading into the City of Alameda.
- The City of Emeryville's maintenance department covered over 19 lane miles of street paint and crack-sealing to improve safety and general pavement conditions.
- The City of Livermore performed improvements to existing signals with the installation of LED lights at three intersections and twenty street lights.
- The City of Oakland installed a new traffic signal at International and 53rd to improve traffic and pedestrian safety.



**Local Streets & Roads Expenditures by Type**

Dollars in millions

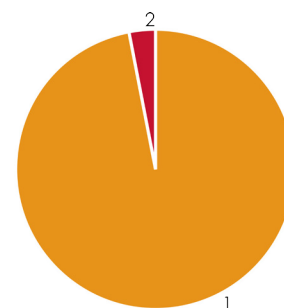
|                           |                                  |               |             |
|---------------------------|----------------------------------|---------------|-------------|
| <b>1</b>                  | Street Resurfacing & Maintenance | \$10.9        | 43%         |
| <b>2</b>                  | Staffing                         | \$4.2         | 17%         |
| <b>3</b>                  | Sidewalk and Ramps               | \$3.1         | 12%         |
| <b>4</b>                  | Signage                          | \$2.0         | 8%          |
| <b>5</b>                  | Other                            | \$1.9         | 8%          |
| <b>6</b>                  | Bridges and Tunnels              | \$1.7         | 7%          |
| <b>7</b>                  | Traffic Calming                  | \$0.6         | 3%          |
| <b>8</b>                  | Operations                       | \$0.4         | 1%          |
| <b>9</b>                  | Bikeways & Multiuse Paths        | \$0.3         | 1%          |
| <b>10</b>                 | Pedestrian Crossing Improvements | \$0.3         | 1%          |
| <b>Total Expenditures</b> |                                  | <b>\$25.4</b> | <b>100%</b> |

### Mass Transit Expenditures by Project Type

Of the \$23.9 million Mass Transit Program expenditures by transit agencies, by project type approximately 97% of funds went to operations and the remaining amount was used for equipment purchases and facilities maintenance.

#### FY 13-14 Program Highlights:

- The Altamont Commuter Express transported over 1.1 million passengers to the Vasco, Livermore, Pleasanton, and Fremont stations.
- The San Francisco Bay Area Water Emergency Transportation Authority continues its refurbishment projects at the Alameda Main Street and Oakland Jack London Square terminals.

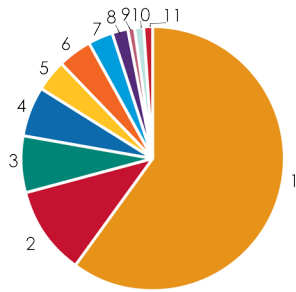


**Mass Transit Expenditures by Type**

Dollars in millions

|                           |            |               |             |
|---------------------------|------------|---------------|-------------|
| <b>1</b>                  | Operations | \$23.2        | 97%         |
| <b>2</b>                  | Other      | \$0.7         | 3%          |
| <b>Total Expenditures</b> |            | <b>\$23.9</b> | <b>100%</b> |

## Expenditures by Project Type



Paratransit Expenditures by Type

Dollars in millions

|                                  |               |             |
|----------------------------------|---------------|-------------|
| 1 ADA-mandated Services          | \$6.3         | 60%         |
| 2 City-Based Door to Door        | \$1.2         | 11%         |
| 3 Same Day/Taxi Program          | \$0.7         | 7%          |
| 4 Management/Staffing            | \$0.7         | 6%          |
| 5 Other                          | \$0.4         | 4%          |
| 6 Customer Service/Outreach      | \$0.4         | 4%          |
| 7 Shuttle or Fixed Route Trips   | \$0.3         | 3%          |
| 8 Volunteer Drivers Program      | \$0.2         | 2%          |
| 9 Group Trips                    | \$0.1         | 1%          |
| 10 Mobility Mgmt/Travel Training | \$0.1         | 1%          |
| 11 Meal Delivery                 | \$0.1         | 1%          |
| <b>Total Expenditures</b>        | <b>\$10.5</b> | <b>100%</b> |

### Paratransit Expenditures by Project Type

By project type, agencies reported the majority of the \$10.5 million in Measure B Paratransit program expenditures for Americans with Disabilities Act (ADA) mandated service, which includes approximately \$5.9 million in AC Transit and BART ADA-mandated paratransit services provided through the East Bay Paratransit Consortium. Other paratransit expenditures by type include \$1.2 million for city-based door-to-door programs and \$682,000 for same-day taxi programs.

These expenditures also include Paratransit Gap Grant projects intended to reduce the differences in special transportation available to individuals in different geographic areas of Alameda County.

#### FY 13-14 Program Highlights:

- The City of Alameda's Paratransit Shuttle provided over 4,000 one-way trips funded exclusively with Measure B funds.
- The Albany Senior Center Community Shuttle provided over 5,000 accessible door-to-door service to grocery stores, group trips, and recreational facilities.
- The City of Hayward implemented the Central County Same Day Taxi program and provided same day services through Measure B Direct Local Distributions.
- The City of Newark provided approximately 2,000 one-way trips for local door-to-door medical, grocery, and recreational trips for seniors and people with disabilities.
- The City of Oakland's van voucher program transported over 13,000 seniors and people with disabilities.
- The City of Pleasanton's Downtown Route Shuttle provided 2,250 one-way trips to eligible residents.

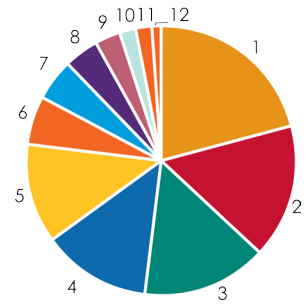


### Bicycle and Pedestrian Expenditures by Project Type

By project type, the majority of Measure B expenditures were for sidewalk and ramp improvements (\$1.2 million), pedestrian improvements (\$0.9 million), and streetscape/complete street enhancements (\$0.8 million). These projects continue to be among the annual reoccurring expenditures financed through the Measure B Bicycle and Pedestrian Program.

#### FY 13-14 Program Highlights:

- Alameda County implemented streetscape improvements on Grove Way from Meekland to Western to improve access for pedestrians and bicyclists.
- The City of Fremont constructed a new sidewalk and curb ramp on East Warren Avenue from Yakima Drive to West of I-680, which enhances an access point to James Leitch Elementary School.
- The City of Pleasanton continues intersection improvements at I-580/Foothill Road interchange to improve operations and travel safety through this corridor.
- Union City performed a traffic study at Alvarado-Niles Road to evaluate potential pedestrian crossing improvements. The City also continues to implement its citywide trail system rehabilitation program to repair asphalt and trail paths.



**Bicycle and Pedestrian Expenditures by Type**

Dollars in millions

|                                   |              |             |
|-----------------------------------|--------------|-------------|
| <b>1</b> Sidewalk and Ramps       | \$1.2        | 21%         |
| <b>2</b> Pedestrian Improvements  | \$0.9        | 16%         |
| <b>3</b> Complete Streets         | \$0.8        | 15%         |
| <b>4</b> Safety Improvements      | \$0.7        | 13%         |
| <b>5</b> Bikeways (non-Class 1)   | \$0.7        | 12%         |
| <b>6</b> Staffing                 | \$0.3        | 6%          |
| <b>7</b> Bike Parking             | \$0.3        | 5%          |
| <b>8</b> Other                    | \$0.3        | 4%          |
| <b>9</b> Bridges and Tunnels      | \$0.2        | 3%          |
| <b>10</b> Multi-Use Paths         | \$0.1        | 2%          |
| <b>11</b> Education and Promotion | \$0.1        | 2%          |
| <b>12.</b> Master Plan            | \$ -         | 1%          |
| <b>Total Expenditures</b>         | <b>\$5.6</b> | <b>100%</b> |

### Measure B Program Administration

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

In FY 13-14, approximately 9 percent of Measure B expenditures supported the following program administration activities:

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



### Timely Use of Funds and Reserve Policy



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

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

#### Fund Reserve Categories

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

### Monitoring Timely Use of Funds and Reserves

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

As part of the FY 11-12 Annual Compliance Report, Alameda CTC implemented the first year of monitoring and tracking fund reserves. Jurisdictions identified implementation plans using remaining fund balances per the Timely Use of Funds Policy. Each subsequent fiscal year, jurisdictions are required to provide updated implementation plans using uncommitted fund balances at the end of the fiscal year (i.e. funds not already identified in a previous plan). Alameda CTC continues to monitor these implementation plans for expenditure compliance.

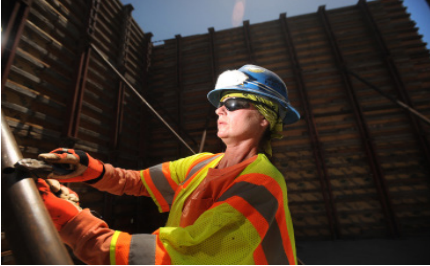
Alameda CTC's compliance reporting evaluation includes the following:

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

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



### Measure B Capital Fund Reserve Monitoring Window Summary



Alameda CTC monitors identified Capital Fund Reserves for expenditure compliance within set four year periods per the Timely Use of Funds Policy.

As part of the FY 11-12 reporting, jurisdictions identified a plan to use all Measure B funds available in FY 12-13. This established a Capital Fund Reserve Plan that spans from FY 12-13 through FY 15-16, referred to as the FY 13-16 Capital Fund Reserve Window (FY 13-16 Window). In total, jurisdictions identified \$41.7 million in this window and have expended \$27.4 million as of the end of FY 13-14. Jurisdictions have until the end of FY 15-16 to expend the remaining \$14.3 million.

As part of the FY 12-13 reporting, jurisdictions identified a plan to use all available Measure B funds in FY 13-14 (that were not already identified in a previous Capital Reserve). This established a Capital Fund Reserve Plan that spans from FY 13-14 through FY 16-17, referred to as the FY 14-17 Capital Fund Reserve Window (FY 14-17 Window). In total, jurisdictions identified \$19.6 million and have expended \$3.8 million as of the end of FY 13-14. Jurisdictions have until the end of FY 16-17 to expend the remaining \$15.8 million.

As part of the FY 13-14 reporting, jurisdictions identified a plan to use all Measure B funds available in FY 13-14 (that were not already identified in previous Capital Reserves). This established a Capital Fund Reserve Plan that spans from FY 14-15 through FY 17-18, referred to as the FY 15-18 Capital Fund Reserve Window (FY 15-18 Window). In total, jurisdictions identified \$16.5 million and have until the end of FY 17-18 use this reserve.

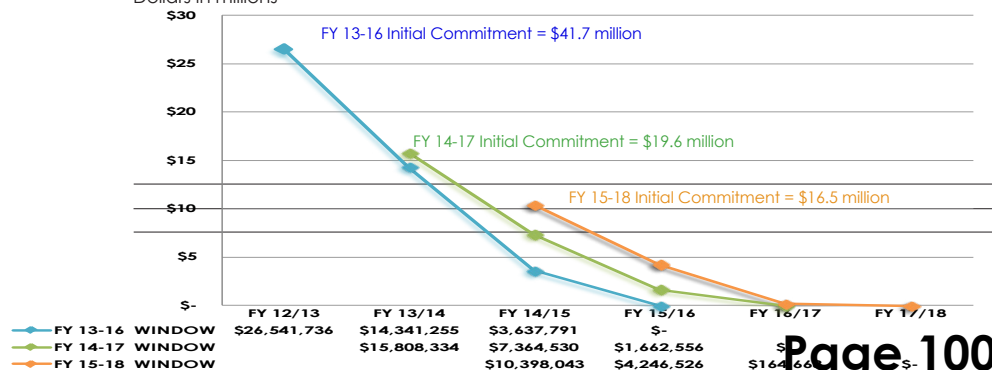
#### Capital Reserve Window Summary

| Reserve Window  | FY 12-13                                             | FY 13-14                                             | FY 14-15                                             | FY 15-16 | FY 16-17 | FY 17-18 |
|-----------------|------------------------------------------------------|------------------------------------------------------|------------------------------------------------------|----------|----------|----------|
| FY 13-16 Window | \$41.7 million committed<br>\$14.3 million remaining |                                                      |                                                      |          |          |          |
| FY 14-17 Window |                                                      | \$19.6 million committed<br>\$15.8 million remaining |                                                      |          |          |          |
| FY 15-18 Window |                                                      |                                                      | \$16.5 million committed<br>\$16.5 million remaining |          |          |          |

Over the next two years of implementing the Timely Use of Funds and Reserve Policy, Alameda CTC anticipates a further reduction of overall Measure B fund balances as shown below.

#### Anticipated Year End Capital Fund Reserve Balance

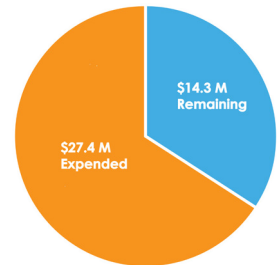
Dollars in millions



## Measure B Capital Fund Reserve FY 13-16 Window Fund Balances

### FY 13-16 Capital Fund Reserve Window

In the first year of implementation of the MPFA's Timely Use of Funds Policy, jurisdictions identified \$41.7 million in the FY 13-16 Window as part of the FY 11-12 Compliance Report. Over two fiscal years, jurisdictions have expended \$27.4 million from this reserve. At the end of FY 13-14, jurisdictions' collective FY 13-16 Window balance is approximately \$14.3 million. The balance is required to be expended by the end of the reserve window (FY 15-16).



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

| Jurisdiction        | Committed Amount <sup>1</sup> | Expended Amount <sup>2</sup> | Remaining Balance <sup>3</sup> | Percent Remaining |
|---------------------|-------------------------------|------------------------------|--------------------------------|-------------------|
| AC Transit          | \$0                           | \$0                          | \$0                            | 0%                |
| BART                | \$0                           | \$0                          | \$0                            | 0%                |
| LAVTA               | \$0                           | \$0                          | \$0                            | 0%                |
| WETA                | \$2,502,463                   | \$0                          | \$2,502,463                    | 100%              |
| ACE                 | \$0                           | \$0                          | \$0                            | 0%                |
| ACPWA               | \$5,874,262                   | \$5,874,262                  | \$0                            | 0%                |
| City of Alameda     | \$4,684,971                   | \$3,616,829                  | \$1,068,142                    | 23%               |
| City of Albany      | \$0                           | \$0                          | \$0                            | 0%                |
| City of Berkeley    | \$713,370                     | \$58,113                     | \$655,257                      | 92%               |
| City of Dublin      | \$296,353                     | \$0                          | \$296,353                      | 100%              |
| City of Emeryville  | \$426,459                     | \$309,114                    | \$117,345                      | 28%               |
| City of Fremont     | \$5,285,131                   | \$3,824,462                  | \$1,460,669                    | 28%               |
| City of Hayward     | \$693,672                     | \$693,672                    | \$0                            | 0%                |
| City of Livermore   | \$1,560,382                   | \$789,046                    | \$771,336                      | 49%               |
| City of Newark      | \$1,024,214                   | \$978,438                    | \$45,776                       | 5%                |
| City of Oakland     | \$10,659,000                  | \$7,142,160                  | \$3,516,840                    | 33%               |
| City of Piedmont    | \$778,266                     | \$588,571                    | \$189,695                      | 24%               |
| City of Pleasanton  | \$1,664,943                   | \$597,015                    | \$1,067,928                    | 64%               |
| City of San Leandro | \$4,282,857                   | \$2,443,519                  | \$1,839,338                    | 43%               |
| City of Union City  | \$1,250,813                   | \$440,701                    | \$810,112                      | 65%               |
| <b>Total</b>        | <b>\$41,697,156</b>           | <b>\$27,355,901</b>          | <b>\$14,341,255</b>            | <b>34%</b>        |

### FY 13-16 Capital Fund Reserve Window

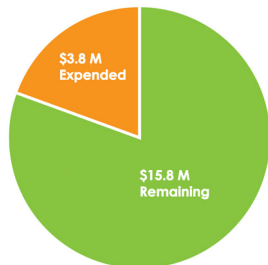
|                          |                     |
|--------------------------|---------------------|
| Committed Amount         | \$41,697,156        |
| Expended Amount          | \$27,355,901        |
| <b>Balance Remaining</b> | <b>\$14,341,255</b> |



#### Notes:

1. Committed Amount as established in the FY 11-12 Compliance Report.
2. Expended amount as of June 30, 2014.
3. Remaining amount to be expended by the end of FY 15-16.
4. Figures may vary due to number rounding and reclasses of committed amounts.

### Measure B Capital Fund Reserve FY 14-17 Window Fund Balances



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

|                          |                     |
|--------------------------|---------------------|
| Committed Amount         | \$19,617,566        |
| Expended Amount          | \$3,809,232         |
| <b>Balance Remaining</b> | <b>\$15,808,334</b> |

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

In the FY 12-13 Compliance Report, jurisdictions identified \$19.6 million in the FY 14-17 Capital Fund Reserve Window. As of the end of FY 13-14, jurisdictions expended \$3.8 million from this reserve. The remaining collective balance among the jurisdictions for the FY 14-17 Window balance is approximately \$15.8 million. The balance is required to be expended by the end of the reserve window (FY 16-17).

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

| Jurisdiction        | Committed Amount <sup>1</sup> | Expended Amount <sup>2</sup> | Remaining Balance <sup>3</sup> | Percent Remaining |
|---------------------|-------------------------------|------------------------------|--------------------------------|-------------------|
| AC Transit          | \$0                           | \$0                          | \$0                            | 0%                |
| BART                | \$0                           | \$0                          | \$0                            | 0%                |
| LAVTA               | \$0                           | \$0                          | \$0                            | 0%                |
| WETA                | \$768,597                     | \$0                          | \$768,597                      | 100%              |
| ACE                 | \$0                           | \$0                          | \$0                            | 0%                |
| ACPWA               | \$2,232,928                   | \$237,705                    | \$1,995,223                    | 89%               |
| City of Alameda     | \$1,532,385                   | \$629,016                    | \$903,369                      | 59%               |
| City of Albany      | \$0                           | \$0                          | \$0                            | 0%                |
| City of Berkeley    | \$904,065                     | \$0                          | \$904,065                      | 100%              |
| City of Dublin      | \$89,879                      | \$0                          | \$89,879                       | 100%              |
| City of Emeryville  | \$0                           | \$0                          | \$0                            | 0%                |
| City of Fremont     | \$2,433,594                   | \$2,051,961                  | \$381,633                      | 16%               |
| City of Hayward     | \$795,890                     | \$94,566                     | \$701,324                      | 88%               |
| City of Livermore   | \$1,072,783                   | \$0                          | \$1,072,783                    | 100%              |
| City of Newark      | \$552,813                     | \$209,599                    | \$343,214                      | 62%               |
| City of Oakland     | \$7,100,524                   | \$345,816                    | \$6,754,708                    | 95%               |
| City of Piedmont    | \$466,770                     | \$200,000                    | \$266,770                      | 57%               |
| City of Pleasanton  | \$166,864                     | \$0                          | \$166,864                      | 100%              |
| City of San Leandro | \$1,334,135                   | \$40,569                     | \$1,293,566                    | 97%               |
| City of Union City  | \$166,339                     | \$0                          | \$866,339                      | 100%              |
| <b>Total</b>        | <b>\$19,617,566</b>           | <b>\$3,809,232</b>           | <b>\$15,808,334</b>            | <b>81%</b>        |

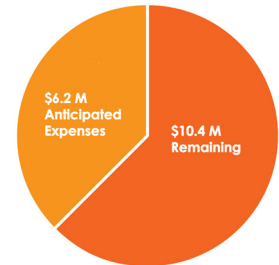
#### Notes:

1. Committed Amount as established in the FY 12-13 Compliance Report.
2. Expended amount as of June 30, 2014.
3. Remaining amount to be expended by the end of FY 15-16.
4. Figures may vary due to number rounding and reclasses of committed amounts.

## Measure B Capital Fund Reserve FY 15-18 Window Fund Balances

### FY 15-18 Capital Fund Reserve Window

In this year's compliance report, jurisdictions identified \$16.5 million in the FY 15-18 Window. Jurisdictions anticipate \$6.2 million in FY 14-15 expenditures for improvements through Alameda County. Alameda CTC will monitor the total expenses in future compliance reports to ensure funds identified in the Capital Fund Reserves are utilized by the end of the required four fiscal year period (FY 17-18).



### FY 15-18 Capital Fund Reserve Window Balance

| Jurisdiction        | Committed Amount <sup>1</sup> | Anticipated Expenses <sup>2</sup> | Remaining Balance <sup>3</sup> | Percent Remaining |
|---------------------|-------------------------------|-----------------------------------|--------------------------------|-------------------|
| AC Transit          | \$0                           | \$0                               | \$0                            | 0%                |
| BART                | \$0                           | \$0                               | \$0                            | 0%                |
| LAVTA               | \$0                           | \$0                               | \$0                            | 0%                |
| WETA                | \$1,009,740                   | \$0                               | \$1,009,740                    | 100%              |
| ACE                 | \$0                           | \$0                               | \$0                            | 0%                |
| ACPWA               | \$2,255,350                   | \$1,300,000                       | \$955,350                      | 42%               |
| City of Alameda     | \$1,636,609                   | \$334,469                         | \$1,302,140                    | 80%               |
| City of Albany      | \$0                           | \$0                               | \$0                            | 0%                |
| City of Berkeley    | \$142,249                     | \$0                               | \$142,249                      | 100%              |
| City of Dublin      | \$23,490                      | \$0                               | \$23,490                       | 100%              |
| City of Emeryville  | \$0                           | \$0                               | \$0                            | 0%                |
| City of Fremont     | \$2,193,259                   | \$2,193,259                       | \$0                            | 0%                |
| City of Hayward     | \$0                           | \$0                               | \$0                            | 0%                |
| City of Livermore   | \$98,256                      | \$0                               | \$98,256                       | 100%              |
| City of Newark      | \$576,810                     | \$268,853                         | \$307,957                      | 54%               |
| City of Oakland     | \$6,189,767                   | \$1,626,404                       | \$4,563,363                    | 74%               |
| City of Piedmont    | \$405,232                     | \$348,586                         | \$56,646                       | 14%               |
| City of Pleasanton  | \$233,136                     | \$0                               | \$233,136                      | 100%              |
| City of San Leandro | \$1,355,716                   | \$0                               | \$1,355,716                    | 100%              |
| City of Union City  | \$425,240                     | \$75,240                          | \$350,000                      | 82%               |
| <b>Total</b>        | <b>\$16,544,854</b>           | <b>\$6,146,811</b>                | <b>\$10,398,043</b>            | <b>63%</b>        |

#### Notes:

1. Committed Amount as established in the FY 13-14 Compliance Report.
2. Anticipated Expenses in FY 14-15.
3. Remaining amount to be expended by the end of FY 15-16.
4. Figures may vary due to number rounding and reclasses of committed amounts.

### FY 15-18 Capital Fund Reserve Window

|                               |                     |
|-------------------------------|---------------------|
| Committed Amount              | \$16,544,854        |
| Anticipated FY 14-15 Expenses | \$6,146,811         |
| <b>Anticipated Balance</b>    | <b>\$10,398,043</b> |



### Measure B Local Streets and Roads Program Capital Fund Reserve Monitoring FY 13-16 Window Fund Balance

For the Measure B local streets and roads program (local transportation), jurisdictions identified \$26.3 million in FY 13-16 Capital Fund Reserve Window. Of that amount, \$20.1 million was expended as of the end of FY 13-14 on local transportation improvements throughout county. Jurisdictions are expected to expend all remaining reserve balances by the end of FY 15-16. Below is a summary of the Capital Reserve Window for the local street and road program and the balance at the end of FY 13-14.

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

| Jurisdiction        | Committed Amount <sup>1</sup> | Expended Amount <sup>2</sup> | Remaining Balance <sup>3</sup> | Percent Remaining |
|---------------------|-------------------------------|------------------------------|--------------------------------|-------------------|
| ACPWA               | \$3,857,380                   | \$3,857,380                  | \$0                            | 0%                |
| City of Alameda     | \$4,209,480                   | \$3,141,338                  | \$1,068,142                    | 25%               |
| City of Albany      | \$0                           | \$0                          | \$0                            | 0%                |
| City of Berkeley    | \$440,100                     | \$0                          | \$440,100                      | 100%              |
| City of Dublin      | \$296,353                     | \$0                          | \$296,353                      | 100%              |
| City of Emeryville  | \$299,292                     | \$299,292                    | \$0                            | 0%                |
| City of Fremont     | \$2,919,172                   | \$2,557,515                  | \$361,657                      | 12%               |
| City of Hayward     | \$533,215                     | \$533,215                    | \$0                            | 0%                |
| City of Livermore   | \$805,600                     | \$636,215                    | \$169,385                      | 21%               |
| City of Newark      | \$797,547                     | \$754,768                    | \$42,779                       | 5%                |
| City of Oakland     | \$7,135,000                   | \$5,220,511                  | \$1,914,489                    | 27%               |
| City of Piedmont    | \$622,020                     | \$566,617                    | \$55,403                       | 9%                |
| City of Pleasanton  | \$435,000                     | \$435,000                    | \$0                            | 0%                |
| City of San Leandro | \$3,091,233                   | \$1,902,169                  | \$1,189,064                    | 39%               |
| City of Union City  | \$818,481                     | \$223,242                    | \$595,239                      | 73%               |
| <b>Total</b>        | <b>\$26,259,873</b>           | <b>\$20,127,262</b>          | <b>\$6,132,611</b>             | <b>23%</b>        |

#### Notes:

1. Committed Amount as identified by jurisdictions in the FY 11-12 Compliance Report.
2. Expended amount as of June 30, 2014.
3. Remaining amount to be expended by the end of FY 15-16.
4. Figures may vary due to number rounding and reclasses of committed amounts.



## Measure B Bicycle and Pedestrian Program Capital Fund Reserve Monitoring FY 13-16 Window Fund Balance

For the Measure B bicycle and pedestrian program, jurisdictions identified \$12.9 million in the FY 13-16 Capital Fund Reserve Window. Of that amount, \$7.2 million was expended as of the end of FY 13-14 on bicycle/pedestrian projects across Alameda County. Jurisdictions are expected to expend all remaining reserve balances by the end of FY 15-16. Below is a summary of the Capital Reserve Window for the bicycle and pedestrian program and the balance at the end of FY 13-14.

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

| Jurisdiction        | Committed Amount <sup>1</sup> | Expended Amount <sup>2</sup> | Remaining Balance <sup>3</sup> | Percent Remaining |
|---------------------|-------------------------------|------------------------------|--------------------------------|-------------------|
| ACPWA               | \$2,016,882                   | \$2,016,882                  | \$0                            | 0%                |
| City of Alameda     | \$475,491                     | \$475,491                    | \$0                            | 0%                |
| City of Albany      | \$0                           | \$0                          | \$0                            | 0%                |
| City of Berkeley    | \$273,270                     | \$58,113                     | \$215,157                      | 79%               |
| City of Dublin      | \$0                           | \$0                          | \$0                            | 0%                |
| City of Emeryville  | \$127,167                     | \$9,822                      | \$117,345                      | 92%               |
| City of Fremont     | \$2,365,959                   | \$1,266,947                  | \$1,099,012                    | 47%               |
| City of Hayward     | \$160,457                     | \$160,457                    | \$0                            | 0%                |
| City of Livermore   | \$754,782                     | \$152,831                    | \$601,951                      | 80%               |
| City of Newark      | \$226,667                     | \$223,670                    | \$2,997                        | 1%                |
| City of Oakland     | \$3,524,000                   | \$1,921,649                  | \$1,602,351                    | 46%               |
| City of Piedmont    | \$156,246                     | \$21,954                     | \$134,292                      | 86%               |
| City of Pleasanton  | \$1,229,943                   | \$162,015                    | \$1,067,928                    | 86%               |
| City of San Leandro | \$1,191,624                   | \$541,350                    | \$650,274                      | 55%               |
| City of Union City  | \$432,332                     | \$217,459                    | \$214,873                      | 50%               |
| <b>Total</b>        | <b>\$12,934,820</b>           | <b>\$7,228,640</b>           | <b>\$5,706,180</b>             | <b>44%</b>        |

#### Notes:

1. Committed Amount as identified by jurisdictions in the FY 11-12 Compliance Report.
2. Expended amount as of June 30, 2014.
3. Remaining amount to be expended by the end of FY 15-16.
4. Figures may vary due to number rounding and reclasses of committed amounts.



### Measure B Local Streets and Roads Program Capital Fund Reserve Monitoring FY 14-17 Window Fund Balance



For the Measure B local streets and roads program (local transportation), jurisdictions identified \$2.5 million in FY 14-17 Capital Fund Reserve Window. Of that amount, \$0.6 million was expended as of the end of FY 13-14 on local transportation improvements throughout county. Jurisdictions are expected to expend all remaining reserve balances by the end of FY 14-17. Below is a summary of the Capital Reserve Window for the local street and road program and the balance at the end of FY 13-14.

#### Local Streets and Roads: FY 14-17 Window Fund Balance

| Jurisdiction        | Committed Amount <sup>1</sup> | Expended Amount <sup>2</sup> | Remaining Balance <sup>3</sup> | Percent Remaining |
|---------------------|-------------------------------|------------------------------|--------------------------------|-------------------|
| ACPWA               | \$1,818,830                   | \$137,860                    | \$1,680,970                    | 92%               |
| City of Alameda     | \$1,314,964                   | \$464,064                    | \$850,900                      | 65%               |
| City of Albany      | \$0                           | \$0                          | \$0                            | 0%                |
| City of Berkeley    | \$724,000                     | \$0                          | \$724,000                      | 100%              |
| City of Dublin      | \$89,879                      | \$0                          | \$89,879                       | 100%              |
| City of Emeryville  | \$0                           | \$0                          | \$0                            | 0%                |
| City of Fremont     | \$1,934,959                   | \$1,934,959                  | \$0                            | 0%                |
| City of Hayward     | \$400,647                     | \$0                          | \$400,647                      | 100%              |
| City of Livermore   | \$897,832                     | \$0                          | \$897,832                      | 100%              |
| City of Newark      | \$428,406                     | \$89,462                     | \$338,944                      | 79%               |
| City of Oakland     | \$6,618,000                   | \$308,285                    | \$6,309,715                    | 95%               |
| City of Piedmont    | \$432,518                     | \$200,000                    | \$232,518                      | 54%               |
| City of Pleasanton  | \$166,864                     | \$0                          | \$166,864                      | 100%              |
| City of San Leandro | \$1,300,043                   | \$40,569                     | \$1,259,474                    | 97%               |
| City of Union City  | \$0                           | \$0                          | \$0                            | 0%                |
| <b>Total</b>        | <b>\$16,126,942</b>           | <b>\$3,175,198</b>           | <b>\$12,951,744</b>            | <b>80%</b>        |

#### Notes:

1. Committed Amount as identified by jurisdictions in the FY 12-13 Compliance Report.
2. Expended amount as of June 30, 2014.
3. Remaining amount to be expended by the end of FY 14-17.
4. Figures may vary due to number rounding and reclasses of committed amounts.

## Measure B Bicycle and Pedestrian Program Capital Fund Reserve Monitoring FY 14-17 Window Fund Balance

For the Measure B bicycle and pedestrian program, jurisdictions identified \$2.5 million in the FY 14-17 Capital Fund Reserve Window. Of that amount, \$0.6 million was expended as of the end of FY 13-14 on bicycle/pedestrian projects across Alameda County. Jurisdictions are expected to expend all remaining reserve balances by the end of FY 14-17. Below is a summary of the Capital Reserve Window for the bicycle and pedestrian program and the balance at the end of FY 14-17.

### Bicycle and Pedestrian: FY 14-17 Window Fund Balance

| Jurisdiction        | Committed Amount <sup>1</sup> | Expended Amount <sup>2</sup> | Remaining Balance <sup>3</sup> | Percent Remaining |
|---------------------|-------------------------------|------------------------------|--------------------------------|-------------------|
| ACPWA               | \$414,098                     | \$99,845                     | \$314,253                      | 76%               |
| City of Alameda     | \$217,421                     | \$164,952                    | \$52,469                       | 24%               |
| City of Albany      | \$0                           | \$0                          | \$0                            | 0%                |
| City of Berkeley    | \$180,065                     | \$0                          | \$180,065                      | 100%              |
| City of Dublin      | \$0                           | \$0                          | \$0                            | 0%                |
| City of Emeryville  | \$0                           | \$0                          | \$0                            | 0%                |
| City of Fremont     | \$498,635                     | \$117,002                    | \$381,633                      | 77%               |
| City of Hayward     | \$161,228                     | \$94,566                     | \$66,662                       | 41%               |
| City of Livermore   | \$174,951                     | \$0                          | \$174,951                      | 100%              |
| City of Newark      | \$124,407                     | \$120,137                    | \$4,270                        | 3%                |
| City of Oakland     | \$482,524                     | \$37,532                     | \$444,992                      | 92%               |
| City of Piedmont    | \$34,252                      | \$0                          | \$34,252                       | 100%              |
| City of Pleasanton  | \$0                           | \$0                          | \$0                            | 0%                |
| City of San Leandro | \$34,092                      | \$0                          | \$34,092                       | 100%              |
| City of Union City  | \$166,339                     | \$0                          | \$166,339                      | 100%              |
| <b>Total</b>        | <b>\$2,488,012</b>            | <b>\$634,034</b>             | <b>\$1,853,978</b>             | <b>75%</b>        |

#### Notes:

1. Committed Amount as identified by jurisdictions in the FY 12-13 Compliance Report.
2. Expended amount as of June 30, 2014.
3. Remaining amount to be expended by the end of FY 14-17.
4. Figures may vary due to number rounding and reclasses of committed amounts.



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

For the Measure B local streets and roads program (local transportation), jurisdictions reported an ending FY 13-14 Measure B balance of \$23.8 million. This is approximately \$2.5 million less than the prior year's balance.

As part of the compliance process, jurisdictions provide a FY 14-15 implementation plan using remaining balances and projected revenues. Thus, after including FY 14-15 estimated revenue and accounting for anticipated FY 14-15 expenditures, the expected balance at the end of FY 14-15 is projected to be approximately \$15.6 million. This illustrates a continual decline in Measure B balances across the jurisdictions for the local streets and roads program.



#### Anticipated FY 14-15 Ending Fund Balances

| Jurisdiction        | FY 13-14 Ending Balance | FY 14-15 Estimated Revenue <sup>1</sup> | FY 14-15 Available To Expend | FY 14-15 Anticipated Expenditures <sup>2</sup> | Total Anticipated Balance <sup>3</sup> |
|---------------------|-------------------------|-----------------------------------------|------------------------------|------------------------------------------------|----------------------------------------|
| Alameda County      | \$1,904,433             | \$2,535,154                             | \$4,439,587                  | \$3,715,137                                    | \$724,450                              |
| City of Alameda     | \$2,543,158             | \$1,639,944                             | \$4,183,102                  | \$2,601,358                                    | \$1,581,744                            |
| City of Albany      | \$51,965                | \$383,369                               | \$435,334                    | \$435,334                                      | \$0                                    |
| City of Berkeley    | \$1,881,862             | \$2,757,132                             | \$4,638,994                  | \$4,363,780                                    | \$275,214                              |
| City of Dublin      | \$816,319               | \$386,240                               | \$1,202,559                  | \$1,112,680                                    | \$89,879                               |
| City of Emeryville  | \$255,796               | \$248,696                               | \$504,492                    | \$504,493                                      | \$0                                    |
| City of Fremont     | \$1,146,691             | \$2,128,869                             | \$3,275,559                  | \$3,062,675                                    | \$212,885                              |
| City of Hayward     | \$691,370               | \$2,121,638                             | \$2,813,008                  | \$2,813,008                                    | \$0                                    |
| City of Livermore   | \$1,113,781             | \$952,770                               | \$2,066,551                  | \$1,494,948                                    | \$571,603                              |
| City of Newark      | \$399,960               | \$430,700                               | \$830,660                    | \$547,723                                      | \$282,937                              |
| City of Oakland     | \$9,262,519             | \$9,833,674                             | \$19,096,193                 | \$10,457,508                                   | \$8,638,685                            |
| City of Piedmont    | \$223,972               | \$395,883                               | \$619,855                    | \$451,586                                      | \$168,269                              |
| City of Pleasanton  | \$357,189               | \$732,214                               | \$1,089,403                  | \$689,402                                      | \$400,001                              |
| City of San Leandro | \$2,504,041             | \$1,300,213                             | \$3,804,254                  | \$1,188,188                                    | \$2,616,066                            |
| City of Union City  | \$636,103               | \$675,205                               | \$1,311,308                  | \$921,307                                      | \$390,001                              |
| <b>Total</b>        | <b>\$23,789,159</b>     | <b>\$26,521,699</b>                     | <b>\$50,310,858</b>          | <b>\$34,359,126</b>                            | <b>\$15,951,731</b>                    |

#### Notes:

1. FY 14-15 Estimated Revenue is based on May 2014 Measure B projections.
2. The FY 14-15 Planned Expenditures column consists of anticipated transportation related expenditures reported in the FY 13-14 Compliance Report.
3. The Anticipated Balance is the estimated FY 15-16 beginning balance.
4. Revenue and expenditure figures may vary due to number rounding.

## Measure B Bicycle and Pedestrian Program Fund Balance

For the Measure B bicycle and pedestrian program, jurisdictions reported an ending FY 13-14 Measure B balance of \$9.2 million. This is approximately \$1.0 million less than the prior year's balance.

As part of the compliance process, jurisdictions provide a FY 14-15 implementation plan using remaining balances and projected revenues. Thus, after including FY 14-15 estimated revenue and accounting for anticipated FY 14-15 expenditures, the expected balance at the end of FY 14-15 is projected to be approximately \$4.7 million. This illustrates a further decline in Measure B balances across the jurisdictions for the bicycle and pedestrian program.



### Anticipated FY 14-15 Ending Fund Balances

| Jurisdiction        | FY 13-14<br>Ending<br>Balance | FY 14-15<br>Estimated<br>Revenue <sup>1</sup> | FY 14-15<br>Available<br>To Expend | FY 14-15<br>Anticipated<br>Expenditures <sup>2</sup> | Total<br>Anticipated<br>Balance <sup>3</sup> |
|---------------------|-------------------------------|-----------------------------------------------|------------------------------------|------------------------------------------------------|----------------------------------------------|
| Alameda County      | \$351,729                     | \$415,027                                     | \$766,757                          | \$214,253                                            | \$552,504                                    |
| City of Alameda     | \$61,638                      | \$216,881                                     | \$278,519                          | \$250,000                                            | \$28,519                                     |
| City of Albany      | \$66,472                      | \$53,728                                      | \$120,201                          | \$114,888                                            | \$5,313                                      |
| City of Berkeley    | \$523,848                     | \$333,677                                     | \$857,524                          | \$413,770                                            | \$443,754                                    |
| City of Dublin      | \$52,780                      | \$135,955                                     | \$188,735                          | \$151,650                                            | \$37,085                                     |
| City of Emeryville  | \$142,615                     | \$29,635                                      | \$172,250                          | \$172,249                                            | \$1                                          |
| City of Fremont     | \$1,788,795                   | \$632,557                                     | \$2,421,352                        | \$2,347,815                                          | \$73,536                                     |
| City of Hayward     | \$416,071                     | \$427,462                                     | \$843,533                          | \$792,497                                            | \$51,036                                     |
| City of Livermore   | \$816,551                     | \$239,426                                     | \$1,055,977                        | \$742,664                                            | \$313,313                                    |
| City of Newark      | \$12,058                      | \$125,062                                     | \$137,120                          | \$110,120                                            | \$27,000                                     |
| City of Oakland     | \$2,185,457                   | \$1,148,736                                   | \$3,334,194                        | \$1,979,319                                          | \$1,354,874                                  |
| City of Piedmont    | \$169,789                     | \$31,401                                      | \$201,191                          | \$36,656                                             | \$164,535                                    |
| City of Pleasanton  | \$1,328,909                   | \$207,082                                     | \$1,535,991                        | \$452,062                                            | \$1,083,929                                  |
| City of San Leandro | \$793,366                     | \$250,039                                     | \$1,043,405                        | \$781,846                                            | \$261,559                                    |
| City of Union City  | \$506,236                     | \$205,272                                     | \$711,508                          | \$417,617                                            | \$293,891                                    |
| <b>Total</b>        | <b>\$9,216,314</b>            | <b>\$4,451,941</b>                            | <b>\$13,668,256</b>                | <b>\$8,977,407</b>                                   | <b>\$4,690,849</b>                           |

#### Notes:

1. FY 14-15 Estimated Revenue is based on May 2014 Measure B projections.
2. The FY 14-15 Planned Expenditures column consists of anticipated transportation related expenditures reported in the FY 13-14 Compliance Report.
3. The Anticipated Balance is the estimated FY 15-16 beginning balance.
4. Revenue and expenditure figures may vary due to number rounding.

### Measure B Mass Transit Program Fund Balance



For the Measure B mass transit program, jurisdictions reported a total ending FY 13-14 Measure B balance of \$7.9 million. This is approximately \$2.2 million more than the prior year's fund balance.

As part of the compliance process, jurisdictions provide a FY 14-15 implementation plan using remaining balances and projected revenues. Thus, after including FY 14-15 estimated revenue and accounting for anticipated FY 14-15 expenditures, the expected balance at the end of FY 14-15 is projected to be approximately \$3.2 million. This illustrates a decline in Measure B balances across the jurisdictions for the mass transit program.

It is important to note that jurisdictions regularly using mass transit funds on operations in their entirety each year. In some cases in FY 13-14, jurisdictions reported expenditures occurred however did not get posted until the follow FY 14-15 year which resulted in a fund balance at the end of FY 13-14.

Additionally, the \$3.2 in anticipated revenue balance results from two components. First, a 2006 cooperative service agreement with ACE limits the agency's annual operational expenses to service costs relative to the shares of other participating counties. This creates a annual balance in ACE's operational plan. Second, WETA has identified planned capital expenditures of Measure B funds on major ferry vessel upgrades in future fiscal years per their vessel refurbishment plan.

#### FY 14-15 Ending Fund Balances

| Jurisdiction       | FY 13-14 Ending Balance | FY 14-15 Estimated Revenue <sup>1</sup> | FY 14-15 Available To Expend | FY 14-15 Anticipated Expenditures <sup>2</sup> | Total Anticipated Balance <sup>3</sup> |
|--------------------|-------------------------|-----------------------------------------|------------------------------|------------------------------------------------|----------------------------------------|
| AC Transit         | \$2,272,711             | \$20,526,418                            | \$22,799,129                 | \$22,799,129                                   | \$0                                    |
| ACE                | \$2,168,442             | \$2,516,831                             | \$4,685,273                  | \$4,433,591                                    | \$251,682                              |
| LAVTA              | \$-                     | \$819,157                               | \$819,157                    | \$819,157                                      | \$0                                    |
| WETA               | \$3,446,424             | \$926,004                               | \$4,372,428                  | \$1,415,800                                    | \$2,956,628                            |
| Union City Transit | \$-                     | \$403,643                               | \$403,643                    | \$403,643                                      | \$0                                    |
| <b>Total</b>       | <b>\$7,887,577</b>      | <b>\$25,192,053</b>                     | <b>\$33,079,630</b>          | <b>\$29,871,320</b>                            | <b>\$3,208,310</b>                     |

#### Notes:

1. FY 14-15 Estimated Revenue is based on May 2014 Measure B projections.
2. The FY 14-15 Planned Expenditures column consists of anticipated transportation related expenditures reported in the FY 13-14 Compliance Report.
3. The Anticipated Balance is the estimated FY 15-16 beginning balance.
4. Revenue and expenditure figures may vary due to number rounding.



## Measure B Paratransit Program Fund Balance

For the Measure B paratransit program, jurisdictions reported a total ending FY 13-14 Measure B balance of \$2.6 million. This is approximately \$0.7 million more than the prior year's fund balance.

As part of the compliance process, jurisdictions provide a FY 14-15 implementation plan using remaining balances and projected revenues. Thus, after including FY 14-15 estimated revenue and accounting for anticipated FY 14-15 expenditures, the expected balance at the end of FY 14-15 is projected to be approximately \$0.3 million. This illustrates a decline in Measure B balances across the jurisdictions for the paratransit program.

The paratransit program funds operational activities and may have fluctuations in anticipated annual expenditures depending on service requirements and needs for a particular fiscal year.



### FY 14-15 Ending Fund Balances

| Jurisdiction        | FY 13-14<br>Ending<br>Balance | FY 14-15<br>Estimated<br>Revenue <sup>1</sup> | FY 14-15<br>Available<br>To Expend | FY 14-15<br>Anticipated<br>Expenditures <sup>2</sup> | Total<br>Anticipated<br>Balance <sup>3</sup> |
|---------------------|-------------------------------|-----------------------------------------------|------------------------------------|------------------------------------------------------|----------------------------------------------|
| AC Transit          | \$791,556                     | \$4,914,943                                   | \$5,706,499                        | \$5,706,499                                          | \$-                                          |
| BART                | \$-                           | \$1,768,904                                   | \$1,768,904                        | \$1,768,904                                          | \$-                                          |
| LAVTA               | \$-                           | \$153,613                                     | \$153,613                          | \$153,613                                            | \$-                                          |
| City of Alameda     | \$150,918                     | \$166,682                                     | \$317,600                          | \$200,932                                            | \$116,668                                    |
| City of Albany      | \$10,741                      | \$32,310                                      | \$43,050                           | \$43,050                                             | \$-                                          |
| City of Berkeley    | \$156,914                     | \$262,554                                     | \$419,468                          | \$394,468                                            | \$25,000                                     |
| City of Emeryville  | \$18,389                      | \$24,100                                      | \$42,489                           | \$36,489                                             | \$6,000                                      |
| City of Fremont     | \$349,275                     | \$811,726                                     | \$1,161,001                        | \$1,079,828                                          | \$81,173                                     |
| City of Hayward     | \$932,812                     | \$753,616                                     | \$1,686,428                        | \$1,616,427                                          | \$70,001                                     |
| City of Newark      | \$63,183                      | \$163,519                                     | \$226,702                          | \$226,702                                            | \$-                                          |
| City of Oakland     | \$-                           | \$986,463                                     | \$986,463                          | \$986,463                                            | \$-                                          |
| City of Pleasanton  | \$-                           | \$95,695                                      | \$95,695                           | \$95,695                                             | \$-                                          |
| City of San Leandro | \$122,981                     | \$291,107                                     | \$414,088                          | \$414,088                                            | \$-                                          |
| City of Union City  | \$-                           | \$283,170                                     | \$283,170                          | \$283,170                                            | \$-                                          |
| <b>Total</b>        | <b>\$2,596,769</b>            | <b>\$10,708,402</b>                           | <b>\$13,305,171</b>                | <b>\$13,006,328</b>                                  | <b>\$298,843</b>                             |

#### Notes:

1. FY 14-15 Estimated Revenue is based on May 2014 Measure B projections.
2. The FY 14-15 Planned Expenditures column consists of anticipated transportation related expenditures reported in the FY 13-14 Compliance Report.
3. The Anticipated Balance is the estimated FY 15-16 beginning balance.
4. Revenue and expenditure figures may vary due to number rounding.



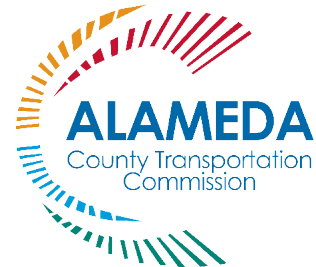




# Vehicle Registration Fee

## Direct Local Distributions

### Program Compliance Report



Fiscal Year 2013-2014

June 2015

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

DRAFT May 2015

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## Introduction

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

The VRF Program allocates 60 percent of net fund receipts to local road improvements and repairs in Alameda County. The goal of this program is to support transportation investments to sustain the County's transportation network and reduce traffic congestion and vehicle-related pollution. The VRF's Local Road and Repair Program is part of an overall strategy to finance transportation capital improvements intended to maintain and improve local streets and roads as well as a broad range of facilities in Alameda County (from local to arterial facilities).

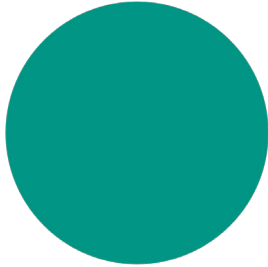
The Alameda County Transportation Commission (Alameda CTC) maintains Master Programs Funding Agreements (MPFA) with fifteen jurisdictions eligible to receive VRF funds known as "Direct Local Distribution" (DLD) funds. Through the MPFA, Alameda CTC outlines specific requirements tied to eligible usage of VRF funds, and reporting requirements. This Compliance Report provides a summary of FY 13-14 revenues and expenditures reported by VRF recipients.



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

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

## Vehicle Registration Fee Direct Local Distributions Revenues



VRF Direct Local Distributions

Dollars in millions

|                                  |              |             |
|----------------------------------|--------------|-------------|
| <b>1</b> Local Streets and Roads | \$7.2        | 100%        |
| <b>Total Distributions</b>       | <b>\$7.2</b> | <b>100%</b> |

The Alameda CTC disburses VRF Direct Local Distribution funds on a monthly basis to the eligible jurisdictions for their local road improvement and repair programs. This report summarizes the total Alameda CTC VRF fund allocations and agency expenditures for fiscal year 2013-14 (FY 13-14).

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

### VRF Direct Local Distributions

From the start of the VRF Program distributions in Spring 2012, program receipts and Alameda CTC's funding distributions have been consistent each year. Annually, Alameda CTC collects approximately \$12.0 million in VRF receipts each year. Approximately 60 percent of net VRF program funds are allocated to local jurisdictions as Direct Local Distribution funds.

In FY 13-14 Alameda CTC provided approximately \$7.2 million in VRF Direct Local Distributions to jurisdictions for their local streets and roads programs. In turn, the jurisdictions used the VRF funds in tandem with other revenue streams such as the Measure B half-cent sales tax to implement projects and other local funds totalling approximately \$24.6 million in transportation improvements in FY 13-14.



## Vehicle Registration Fee Direct Local Distributions Expenditures

In its third full year, the VRF Program has seen an increase in VRF investments among the fifteen fund recipients. In FY 13-14, jurisdictions expended approximately \$7.5 million on local road improvements and maintenance activities. This is \$3.0 million more in expenditures than in the prior fiscal year. VRF funded improvements include pavement rehabilitation programs, street overlays, traffic signals improvements, and curb ramp enhancements. These improvements maintain the transportation system in Alameda County to make travel safer for motorists, bicyclists, and pedestrians. Jurisdictions anticipate an increase in VRF funded activities over the next fiscal years as funds are incorporated regularly into their annual programs.



See the chart below for more information on VRF Direct Local Distribution fund balances, new revenue, and expenditures in FY 13-14.

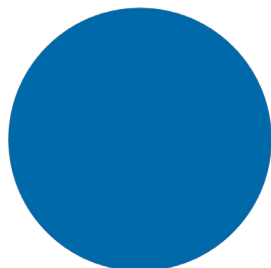
### FY 13-14 VRF Expenditures and Fund Balances

| Jurisdiction        | 13-14 Starting VRF Balance | 13-14 VRF Revenue  | 13-14 VRF Interest | 13-14 VRF Expended | 13-14 Ending VRF Balance |
|---------------------|----------------------------|--------------------|--------------------|--------------------|--------------------------|
| ACPWA               | \$0                        | \$715,939          | \$2,958            | \$517,163          | \$201,734                |
| City of Alameda     | \$644,149                  | \$326,372          | \$5,314            | \$200,000          | \$775,835                |
| City of Albany      | \$7,094                    | \$80,853           | \$35               | \$68,050           | \$19,932                 |
| City of Berkeley    | \$895,715                  | \$502,132          | \$1,787            | \$284,035          | \$1,115,599              |
| City of Dublin      | \$282,310                  | \$236,324          | \$1,109            | \$434,265          | \$85,478                 |
| City of Emeryville  | \$0                        | \$44,597           | \$0                | \$2,340            | \$42,257                 |
| City of Fremont     | \$1,429,311                | \$1,047,996        | \$10,484           | \$1,792,675        | \$695,116                |
| City of Hayward     | \$0                        | \$736,955          | \$0                | \$184,153          | \$552,802                |
| City of Livermore   | \$522,420                  | \$416,182          | \$2,781            | \$383,024          | \$558,359                |
| City of Newark      | \$215,208                  | \$207,198          | \$666              | \$0                | \$423,072                |
| City of Oakland     | \$3,411,708                | \$1,728,672        | \$12,406           | \$2,176,250        | \$2,976,536              |
| City of Piedmont    | \$94,409                   | \$47,254           | \$213              | \$0                | \$141,877                |
| City of Pleasanton  | \$496,324                  | \$359,960          | \$6,910            | \$688,592          | \$174,602                |
| City of San Leandro | \$829,658                  | \$431,074          | \$4,394            | \$766,033          | \$499,093                |
| City of Union City  | \$531,660                  | \$340,087          | \$7,682            | \$29,758           | \$849,671                |
| <b>Total</b>        | <b>\$9,359,966</b>         | <b>\$7,221,595</b> | <b>\$56,739</b>    | <b>\$7,526,338</b> | <b>\$9,111,963</b>       |

#### Notes:

1. The table above reflects total VRF revenue and expenditures reported by the jurisdictions.
2. Revenue and expenditure figures throughout this report may vary due to number rounding.
3. The Starting VRF Balance may vary from the prior year's Compliance Summary due to a restatement of fund balances in FY 13-14.
4. The Ending VRF balance includes interest on VRF funds.

### VRF Direct Local Program Distribution Expenditures



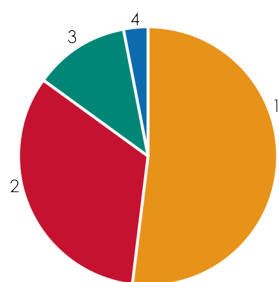
Total VRF Funds Expended

Dollars in millions

|                           |              |             |
|---------------------------|--------------|-------------|
| 1 Local Streets and Roads | \$7.5        | 100%        |
| <b>Total Expenditures</b> | <b>\$7.5</b> | <b>100%</b> |

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

In FY 13-14, the jurisdictions reported \$7.5 million in VRF expenditures that supported local roadway and complete streets improvements. Of those total expenditures, \$7.3 million directly funded street and roads projects and the remaining \$0.2 million funded bicycle and pedestrian improvements related to streets and roads.



Total VRF Expenditures by Phase

Dollars in millions

|                           |              |             |
|---------------------------|--------------|-------------|
| 1 Construction            | \$3.9        | 52%         |
| 2 Maintenance             | \$2.5        | 33%         |
| 3 Project Closeout        | \$0.9        | 12%         |
| 4 Other                   | \$0.2        | 3%          |
| <b>Total Expenditures</b> | <b>\$7.5</b> | <b>100%</b> |

### Total VRF Expenditures by Project Phase

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

In FY 13-14, \$3.9 million in VRF funds supported construction projects throughout Alameda County. Jurisdictions combined VRF funds and Measure B funds to implement road rehabilitation projects, slurry seals, and other maintenance activities to maintain and improve local roadways. The other \$2.5 million in VRF expenditures included general maintenance on roadway infrastructure. Other expenditures included closing out the prior year's projects/programs, as well as initial planning/project scoping, and preliminary engineering activities in preparation for the local street and road projects and infrastructure enhancement efforts in fiscal year 2014-15. These expenditures help improve Alameda County's transportation infrastructure by improving, maintaining, and rehabilitating local roads.

### Total VRF Expenditures by Project Type

VRF Direct Local Distributions are eligible for local street and road improvements including improvements that meet the Complete Streets practice to make transportation safe and accessible to all modes, including bicycle, pedestrian and transit. In FY 13-14, by Project Type jurisdictions expended the majority of the \$7.5 million in expenditures on street resurfacing and maintenance (\$6.3 million). The remaining \$1.2 million in expenditures included signal construction, bicycle safety enhancements, and pedestrian crossing improvements.

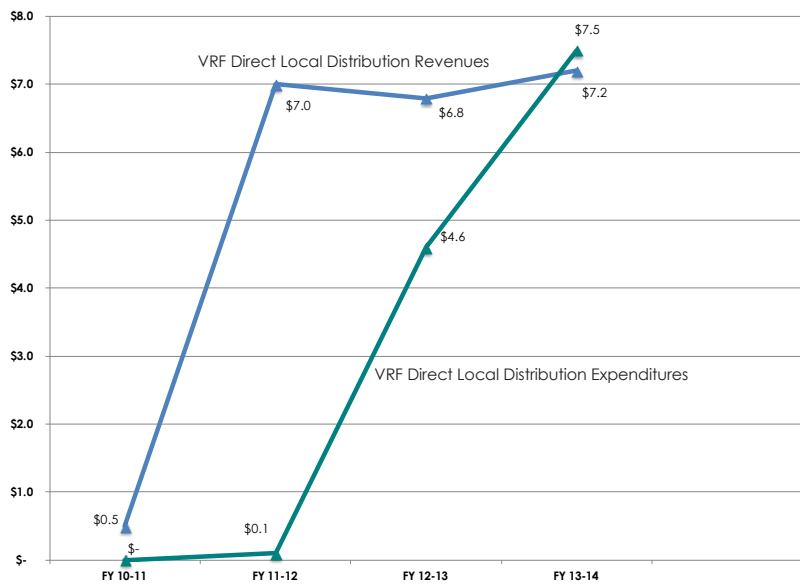
## VRF Revenues and Expenditure Trends

Since the start of the VRF program in 2011, the total receipts generated from vehicle registration fees have remained consistent. Each year, Alameda CTC receives approximately \$12.0 million in receipts, of which approximately \$7.0 million (60 percent) is allocated directly to the fifteen eligible VRF recipients via Direct Local Distributions. The VRF program currently contains three full years of funding distributions and jurisdictions are beginning to expend more VRF funds as part of their annual program plans.

In FY 13-14, VRF expenditures have increased significantly from the prior year and are anticipated to continue along this expenditure trend. As mentioned previously, recipients have increased expenditures from the prior year by approximately \$3.0 million. This is the first year VRF expenses have outpaced annual VRF distributions. The chart below details the VRF program's annual revenues and expenditures since the start of the VRF program.

### VRF Annual Revenues and Expenditures Trends

Dollar in millions



### Timely Use of Funds and Reserves Policy



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

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

#### Fund Reserve Categories

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

## Monitoring Timely Use of Funds and Reserves

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

As part of the FY 11-12 Annual Compliance Report, Alameda CTC implemented the first year of monitoring and tracking fund reserves. In that report, jurisdictions provided implementation plans using remaining fund balances per the Timely Use of Funds Policy. Each subsequent fiscal year, jurisdictions are required to provide updated implementation plans using uncommitted fund balances at the end of the fiscal year (i.e. funds not already identified in a previous fiscal year). Alameda CTC continues to monitor these implementation plans for expenditure compliance.

Alameda CTC's compliance reporting evaluation includes the following:

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

The charts on the following pages provide a monitoring summary of Capital Fund Reserve balances, a review of the jurisdictions' anticipated VRF Direct Local Distribution fund balances, and expenditures by reserve category.



## VRF Capital Fund Reserve Monitoring Window Summary



Alameda CTC monitors identified Capital Fund Reserves for expenditure compliance within set four year periods per the Timely Use of Funds Policy.

As part of the FY 11-12 reporting, jurisdictions identified a plan to use all VRF funds available in FY 12-13. This established a Capital Fund Reserve Plan that spans from FY 12-13 through FY 15-16. This is referred to as the FY 13-16 Capital Reserve Window (FY 13-16 Window). In total, jurisdictions identified \$10.8 million and have expended \$7.2 million as of the end of FY 13-14. Jurisdictions have until the end of FY 15-16 to expend the remaining \$3.6 million.

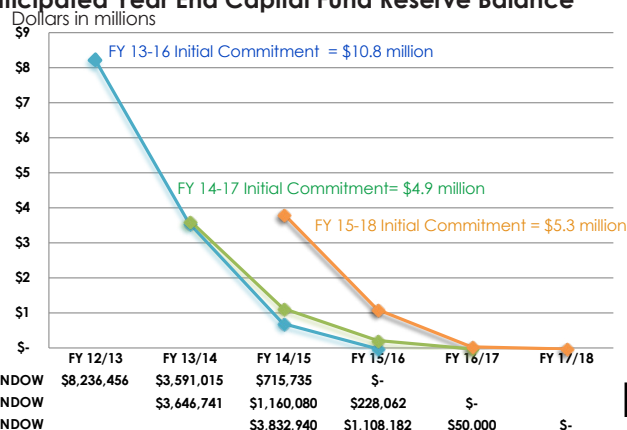
As part of the FY 12-13 reporting, jurisdictions identified a plan to use all VRF funds available in FY 13-14 (that were not already identified in a previous Capital Reserve). This established a Capital Fund Reserve Plan that spans from FY 13-14 through FY 16-17. This is referred to as the FY 14-17 Capital Fund Reserve Window (FY 14-17 window). In total, jurisdictions identified \$4.7 million and have expended \$1.0 million as of the end of FY 13-14. Jurisdictions have until the end of FY 16-17 to expend the remaining \$3.7 million.

As part of the FY 13-14 reporting, jurisdictions identified a plan to use all VRF funds available in FY 13-14 (that were not already identified in previous Capital Reserves). This established a Capital Fund Reserve Plan that spans from FY 14-15 through FY 17-18, referred to as the FY 15-18 Capital Fund Reserve Window (FY 15-18 Window). In total, jurisdictions identified \$5.3 million and have until the end of FY 17-18 use this reserve.

| Reserve Window         | FY 12-13                                                   | FY 13-14                                                  | FY 14-15                                                  | FY 15-16 | FY 16-17 | FY 17-18 |
|------------------------|------------------------------------------------------------|-----------------------------------------------------------|-----------------------------------------------------------|----------|----------|----------|
| <b>FY 13-16 Window</b> | <b>\$10.8 million committed</b><br>\$3.6 million remaining |                                                           |                                                           |          |          |          |
| <b>FY 14-17 Window</b> |                                                            | <b>\$4.7 million committed</b><br>\$3.7 million remaining |                                                           |          |          |          |
| <b>FY 15-18 Window</b> |                                                            |                                                           | <b>\$5.3 million committed</b><br>\$5.3 million remaining |          |          |          |

Over the next two years of implementing the Timely Use of Funds and Reserve Policy, Alameda CTC anticipates a further reduction of overall VRF fund balances as shown below.

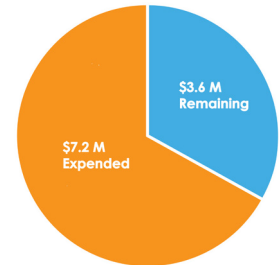
### Anticipated Year End Capital Fund Reserve Balance



## VRF Capital Fund Reserve Window Fund Balances

### FY 13-16 Capital Fund Reserve Window

In the first year of implementing in the MPFA's Timely Use of Funds Policy, jurisdictions identified \$10.8 million in the FY 13-16 Window. At the end of FY 13-14, jurisdictions' collective FY 13-16 Window Balance is approximately \$3.6 million. The balance is required to be expended by the end of the reserve window (FY 15-16).



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

| Jurisdiction        | Committed Amount <sup>1</sup> | Expended Amount <sup>2</sup> | Remaining Balance <sup>3</sup> | Percent Remaining |
|---------------------|-------------------------------|------------------------------|--------------------------------|-------------------|
| ACPWA               | \$1,379,214                   | \$1,379,214                  | \$0                            | 0%                |
| City of Alameda     | \$635,006                     | \$201,270                    | \$433,736                      | 68%               |
| City of Albany      | \$145,485                     | \$145,485                    | \$0                            | 0%                |
| City of Berkeley    | \$819,132                     | \$281,535                    | \$537,597                      | 66%               |
| City of Dublin      | \$0                           | \$0                          | \$0                            | 0%                |
| City of Emeryville  | \$44,867                      | \$44,867                     | \$0                            | 0%                |
| City of Fremont     | \$1,502,773                   | \$1,502,773                  | \$0                            | 0%                |
| City of Hayward     | \$424,724                     | \$143,282                    | \$281,442                      | 66%               |
| City of Livermore   | \$493,272                     | \$108,948                    | \$384,324                      | 78%               |
| City of Newark      | \$438,557                     | \$200,000                    | \$238,557                      | 54%               |
| City of Oakland     | \$3,539,000                   | \$2,298,916                  | \$1,240,084                    | 35%               |
| City of Piedmont    | \$91,575                      | \$0                          | \$91,575                       | 100%              |
| City of Pleasanton  | \$150,000                     | \$109,576                    | \$40,424                       | 27%               |
| City of San Leandro | \$859,062                     | \$772,168                    | \$86,894                       | 10%               |
| City of Union City  | \$258,707                     | \$2,325                      | \$256,382                      | 99%               |
| <b>Total</b>        | <b>\$10,781,374</b>           | <b>\$7,190,359</b>           | <b>\$3,591,015</b>             | <b>33%</b>        |

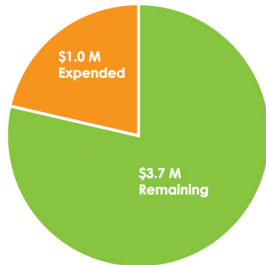
### FY 13-16 Capital Fund Reserve Window

|                          |                    |
|--------------------------|--------------------|
| Committed Amount         | \$10,781,374       |
| Expended Amount          | \$7,190,359        |
| <b>Balance Remaining</b> | <b>\$3,591,015</b> |

#### Notes:

1. Committed Amount as identified by jurisdictions in the FY 11-12 Compliance Report.
2. Expended amount as of June 30, 2014
3. Remaining amount to be expended by the end of FY 15-16.
4. Figures may vary due to number rounding and reclasses of commitments from prior years.

## VRF Capital Fund Reserve Window Fund Balances



### FY 14-17 Capital Fund Reserve Window

|                            |                    |
|----------------------------|--------------------|
| Committed Amount           | \$4,655,585        |
| Expended Amount            | \$1,008,844        |
| <b>Anticipated Balance</b> | <b>\$3,646,741</b> |

### FY 14-17 Capital Fund Reserve Window

In the FY 12-13 Compliance Report, jurisdictions identified \$4.7 million in the FY 14-17 Capital Fund Reserve Window. At the end of FY 13-14, jurisdictions expended \$1.0 million from this reserve. The remaining collective balance among the jurisdictions for the FY 14-17 Window is approximately \$3.7 million. The balance is required to be expended by the end of the reserve window (FY 16-17).

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

| Jurisdiction        | Committed Amount <sup>1</sup> | Expended Amount <sup>2</sup> | Remaining Balance <sup>3</sup> | Percent Remaining |
|---------------------|-------------------------------|------------------------------|--------------------------------|-------------------|
| ACPWA               | \$645,943                     | \$509,127                    | \$136,816                      | 21%               |
| City of Alameda     | \$306,659                     | \$0                          | \$306,659                      | 100%              |
| City of Albany      | \$0                           | \$0                          | \$0                            | -                 |
| City of Berkeley    | \$529,865                     | \$0                          | \$529,865                      | 100%              |
| City of Dublin      | \$0                           | \$0                          | \$0                            | 0%                |
| City of Emeryville  | \$0                           | \$0                          | \$0                            | 0%                |
| City of Fremont     | \$957,042                     | \$499,717                    | \$457,325                      | 48%               |
| City of Hayward     | \$0                           | \$0                          | \$0                            | 0%                |
| City of Livermore   | \$97,136                      | \$0                          | \$97,136                       | 100%              |
| City of Newark      | \$164,723                     | \$0                          | \$164,723                      | 100%              |
| City of Oakland     | \$1,407,568                   | \$0                          | \$1,407,568                    | 100%              |
| City of Piedmont    | \$39,425                      | \$0                          | \$39,425                       | 100%              |
| City of Pleasanton  | \$57,596                      | \$0                          | \$57,596                       | 100%              |
| City of San Leandro | \$368,014                     | \$0                          | \$368,014                      | 100%              |
| City of Union City  | \$81,614                      | \$0                          | \$81,614                       | 100%              |
| <b>Total</b>        | <b>\$4,655,585</b>            | <b>\$1,008,844</b>           | <b>\$3,646,741</b>             | <b>78%</b>        |

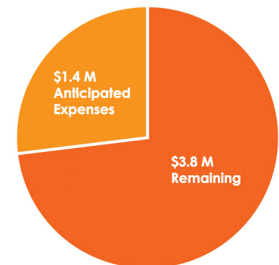
#### Notes:

1. Committed Amount as identified by jurisdictions in the FY 12-13 Compliance Report.
2. Expended amount as of June 30, 2014
3. Remaining amount to be expended by the end of FY 16-17.
4. Figures may vary due to number rounding and reclasses of commitments from prior years.

## VRF Capital Fund Reserve Window Fund Balances

### FY 15-18 Capital Fund Reserve Window

In this year's compliance report, jurisdictions identified \$5.3 million in the FY 15-18 Capital Fund Reserve Window. Jurisdictions anticipate \$1.4 million in FY 14-15 expenditures for local road improvements in Alameda County. Alameda CTC will monitor the total expenses in future compliance reports to ensure funds identified in the Capital Fund Reserves are utilized by the end of the required four fiscal year period (FY 17-18).



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

| Jurisdiction        | Committed Amount <sup>1</sup> | Anticipated Expenses <sup>2</sup> | Remaining Balance <sup>3</sup> | Percent Remaining |
|---------------------|-------------------------------|-----------------------------------|--------------------------------|-------------------|
| ACPWA               | \$740,830                     | \$477,292                         | \$263,538                      | 36%               |
| City of Alameda     | \$343,556                     | \$0                               | \$343,556                      | 100%              |
| City of Albany      | \$0                           | \$0                               | \$0                            | 0%                |
| City of Berkeley    | \$151,395                     | \$0                               | \$151,395                      | 100%              |
| City of Dublin      | \$0                           | \$0                               | \$0                            | 0%                |
| City of Emeryville  | \$0                           | \$0                               | \$0                            | 0%                |
| City of Fremont     | \$634,844                     | \$634,844                         | \$0                            | 0%                |
| City of Hayward     | \$0                           | \$0                               | \$0                            | 0%                |
| City of Livermore   | \$209,639                     | \$0                               | \$209,639                      | 100%              |
| City of Newark      | \$215,416                     | \$0                               | \$215,416                      | 100%              |
| City of Oakland     | \$1,802,853                   | \$0                               | \$1,802,853                    | 100%              |
| City of Piedmont    | \$55,539                      | \$0                               | \$55,539                       | 100%              |
| City of Pleasanton  | \$0                           | \$0                               | \$0                            | 0%                |
| City of San Leandro | \$451,461                     | \$0                               | \$451,461                      | 100%              |
| City of Union City  | \$641,796                     | \$302,253                         | \$339,543                      | 53%               |
| <b>Total</b>        | <b>\$5,247,329</b>            | <b>\$1,414,389</b>                | <b>\$3,832,940</b>             | <b>73%</b>        |

### FY 15-18 Capital Fund Reserve Window

|                               |                    |
|-------------------------------|--------------------|
| Committed Amount              | \$5,247,329        |
| Anticipated FY 14-15 Expenses | \$1,414,389        |
| <b>Anticipated Balance</b>    | <b>\$3,832,940</b> |

#### Notes:

1. Committed Amount as identified by jurisdictions in the FY 13-14 Compliance Report.
2. Anticipated Expenses in FY 14-15.
3. Remaining amount to be expended by the end of FY 17-18.
4. Figures may vary due to number rounding.

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



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

#### FY 14-15 Ending Fund Balances

| Jurisdiction        | FY 13-14 Ending Balance | FY 14-15 Estimated Revenue <sup>1</sup> | FY 14-15 Available to Expend | FY 14-15 Planned Expenses <sup>2</sup> | FY 14-15 Ending Balance <sup>3</sup> |
|---------------------|-------------------------|-----------------------------------------|------------------------------|----------------------------------------|--------------------------------------|
| ACPWA               | \$201,734               | \$675,912                               | \$877,646                    | \$614,108                              | \$263,538                            |
| City of Alameda     | \$775,835               | \$308,116                               | \$1,083,951                  | \$400,000                              | \$683,951                            |
| City of Albany      | \$19,932                | \$75,581                                | \$95,513                     | \$90,483                               | \$5,030                              |
| City of Berkeley    | \$1,115,599             | \$474,541                               | \$1,590,141                  | \$824,108                              | \$766,033                            |
| City of Dublin      | \$85,479                | \$234,683                               | \$320,162                    | \$319,439                              | \$723                                |
| City of Emeryville  | \$42,257                | \$42,114                                | \$84,371                     | \$84,371                               | \$(0)                                |
| City of Fremont     | \$695,116               | \$992,632                               | \$1,687,748                  | \$1,588,485                            | \$99,263                             |
| City of Hayward     | \$552,802               | \$699,052                               | \$1,251,854                  | \$1,251,854                            | \$-                                  |
| City of Livermore   | \$558,359               | \$392,003                               | \$950,362                    | \$511,044                              | \$439,317                            |
| City of Newark      | \$423,072               | \$195,624                               | \$618,696                    | \$403,280                              | \$215,416                            |
| City of Oakland     | \$2,976,536             | \$1,637,744                             | \$4,614,280                  | \$2,240,084                            | \$2,374,196                          |
| City of Piedmont    | \$141,877               | \$44,662                                | \$186,539                    | \$-                                    | \$186,539                            |
| City of Pleasanton  | \$174,602               | \$338,117                               | \$512,719                    | \$414,699                              | \$98,020                             |
| City of San Leandro | \$499,093               | \$407,276                               | \$906,369                    | \$344,615                              | \$561,754                            |
| City of Union City  | \$849,671               | \$321,942                               | \$1,171,613                  | \$770,249                              | \$401,364                            |
| <b>Total</b>        | <b>\$9,111,963</b>      | <b>\$6,840,000</b>                      | <b>\$15,951,963</b>          | <b>\$9,856,819</b>                     | <b>\$6,095,144</b>                   |

#### Notes:

1. FY 14-15 Estimated Revenue is based on May 2014 VRF projections.
2. The FY 14-15 Planned Expenditures column consists of anticipated transportation related expenditures reported in the FY 13-14 Compliance Report.
3. The Anticipated Ending Balance is the estimated FY 15-16 beginning balance.
4. Revenue and expenditure figures may vary due to number rounding.

## VRF Local Road Improvement and Repair Program FY 13-14 Program Highlights

In FY 13-14, jurisdictions implemented approximately \$7.5 million in local road improvements and repairs to make Alameda County's transportation system safer, accessible, and maintained.

The following includes agency highlights of VRF funded improvements.

- **Alameda County:** Continued pavement rehabilitation program to extend pavement life and reliability.
- **City of Alameda:** Resurfaced 6 lane miles including upgrading ADA ramps, replacing striping and pavement crack sealing.
- **City of Albany:** Initiated PS&E for the various striping and signage projects throughout Albany.
- **City of Berkeley:** Continued street rehabilitation program to improve street reliability and safety.
- **City of Dublin:** Upgraded citywide signal communications at 40 intersections to aid in traffic congestion and real time monitoring.
- **City of Emeryville:** Upgraded and maintained 92 intersections with improved traffic signals and street lights.
- **City of Fremont:** Resurfaced 554,000 square feet of citywide pavement.
- **City of Hayward:** Rehabilitated 1.2 million square feet of streets.
- **City of Livermore:** Repaired, overlaid and rehabilitated 755,000 square feet of roadway.
- **City of Newark:** Initiated a street maintenance program in FY 14-15.
- **City of Oakland:** Resurfaced 45 lane miles of city streets to improve vehicular, bike and pedestrian safety.
- **City of Piedmont:** Incorporated VRF funds into a FY 14-15 pavement plan.
- **City of Pleasanton:** Constructed improvements to the I-580/Foothill Road Interchange Improvement Project.
- **City of San Leandro:** Replaced 2 lane miles of damaged pavement and gutters.
- **City of Union City:** Realigned 600 feet of roadway and reconfigured the Alvarado Blvd. and Union City Blvd. intersection to improve pedestrian safety and traffic circulation.





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



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

*(Cumulatively Across the Programs)*

### MEASURE B

#### City of Alameda

| Program                 | Planned Expenditures<br>FY 13-14 | Actual Expenditures<br>FY 13-14 | Unspent Amount<br>FY 13-14 | Unspent<br>Percentage | Reason Code |
|-------------------------|----------------------------------|---------------------------------|----------------------------|-----------------------|-------------|
| Bicycle and Pedestrian  | \$ -                             | \$ -                            | \$ -                       | -                     |             |
| Local Streets and Roads | \$ -                             | \$ -                            | \$ -                       | -                     |             |
| Paratransit             | \$ 177,729                       | \$ 108,465                      | \$ 69,264                  | 39%                   | 2           |
| <b>Totals:</b>          | <b>\$ 177,729</b>                | <b>\$ 108,465</b>               | <b>\$ 69,264</b>           | <b>39%</b>            |             |

#### City of Dublin

| Program                 | Planned Expenditures<br>FY 13-14 | Actual Expenditures<br>FY 13-14 | Unspent Amount<br>FY 13-14 | Unspent<br>Percentage | Reason Code |
|-------------------------|----------------------------------|---------------------------------|----------------------------|-----------------------|-------------|
| Bicycle and Pedestrian  | \$ 132,186                       | \$ 112,838                      | \$ 19,348                  | 15%                   | 4           |
| Local Streets and Roads | \$ 795,647                       | \$ 446,901                      | \$ 348,746                 | 44%                   | 1 and 4     |
| <b>Total:</b>           | <b>\$ 927,833</b>                | <b>\$ 559,739</b>               | <b>\$ 368,094</b>          | <b>40%</b>            |             |

#### City of Emeryville

| Program                 | Planned Expenditures<br>FY 13-14 | Actual Expenditures<br>FY 13-14 | Unspent Amount<br>FY 13-14 | Unspent<br>Percentage | Reason Code |
|-------------------------|----------------------------------|---------------------------------|----------------------------|-----------------------|-------------|
| Bicycle and Pedestrian  | \$ 29,798                        | \$ 6,755                        | \$ 23,043                  | 77%                   | 2           |
| Local Streets and Roads | \$ 257,734                       | \$ 11,159                       | \$ 246,575                 | 96%                   | 2           |
| Paratransit             | \$ 26,350                        | \$ 21,256                       | \$ 5,094                   | 19%                   | 4           |
| <b>Total:</b>           | <b>\$ 313,882</b>                | <b>\$ 39,170</b>                | <b>\$ 274,712</b>          | <b>88%</b>            |             |

### Vehicle Registration Fee

#### City of Emeryville

| Program                 | Planned Expenditures<br>FY 13-14 | Actual Expenditures<br>FY 13-14 | Unspent Amount<br>FY 13-14 | Unspent<br>Percentage | Reason Code |
|-------------------------|----------------------------------|---------------------------------|----------------------------|-----------------------|-------------|
| Local Streets and Roads | \$ 40,480                        | \$ 2,340                        | \$ 38,140                  | 94%                   | 2           |
| <b>Total:</b>           | <b>\$ 40,480</b>                 | <b>\$ 2,340</b>                 | <b>\$ 38,140</b>           | <b>94%</b>            |             |

#### City of Union City

| Program                 | Planned Expenditures<br>FY 13-14 | Actual Expenditures<br>FY 13-14 | Unspent Amount<br>FY 13-14 | Unspent<br>Percentage | Reason Code |
|-------------------------|----------------------------------|---------------------------------|----------------------------|-----------------------|-------------|
| Local Streets and Roads | \$ 129,441                       | \$ 27,433                       | \$ 102,008                 | 79%                   | 4           |
| <b>Total:</b>           | <b>\$ 129,441</b>                | <b>\$ 27,433</b>                | <b>\$ 102,008</b>          | <b>79%</b>            |             |

#### Reason/Justification Code

- (1) Project Delays
- (2) Revised Implementation Plan to implement other future projects
- (3) Expenditures incurred, but not accrued, in FY 13-14 and will be expended in FY 14-15.
- (4) Project Savings
- (5) Project scope reduced due to unforeseen issues i.e. funding issues, staffing shortages, community concern, etc.

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December 22, 2014

*Dedicated to  
passengers*

*Responsive  
to change*

*Committed  
to growth*

**Commissioners**

**Bob Johnson**  
City of Lodi

**Steve Bestolarides**  
San Joaquin County

**Steve Dresser**  
City of Lathrop

**Kathy Miller**  
City of Stockton

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

Arthur L. Dao, Executive Director  
Alameda County Transportation Commission  
1333 Broadway, Suite 220  
Oakland, CA 94612

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

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

Each month, the Alameda County Transportation Commission (ACTC), formally ACTIA & ACCMA, deposits the pass-through allocations as calculated by ACTC, directly to SJRRRC's designated restricted fund. Per sections 3.6, 3.8 and 6.3.5 of the "June 2003 Cooperative Services Agreement" between SJRRRC, ACTC and Santa Clara Valley Transportation Authority (SCVTA) and the approved Baseline Service Plan, SJRRRC may draw ACTC's contribution from the Measure B funds based on an annually approved CPI increase only. If amounts deposited by ACTC during the year exceed authorized amounts to draw, an increase in fund balance occurs.

Currently, the calculation for projected funds added to the fund balance exceeds the amounts allowed for retention in the Operations Fund Reserve (3.A.2) and Undesignated Fund Reserve (3.A.3). It is the intent of SJRRRC to use Measure B reserved funds to augment ACTC's Baseline contribution to the ACE service over the next five fiscal years and fully expend all funds carried forward by the end of FY16/17. The table below illustrates the expenditure plan for the fund reserves:

|                                       | FY 13/14     | FY 14/15          | FY 15/16          | FY 16/17          |
|---------------------------------------|--------------|-------------------|-------------------|-------------------|
| Measure B Service Contribution        |              | \$ 2,200,000      | \$ 2,200,000      | \$ 2,200,000      |
| Administrative Fee                    |              | \$ 20,000         | \$ 20,000         | \$ 20,000         |
| <b>Measure B from Reserve Balance</b> |              | <b>\$ 700,000</b> | <b>\$ 700,000</b> | <b>\$ 661,474</b> |
| Total                                 |              | \$ 2,920,000      | \$ 2,920,000      | \$ 2,920,000      |
| Remaining Reserve                     | \$ 2,061,474 | \$ 1,361,474      | \$ 661,474        | \$ -              |

Since SJRRC will not expend the reserves in the timely manner defined and set by ACTC's "Master Programs Funding Agreement" Section 3 (FY15/16), SJRRC/ACE is requesting authorization for an exemption due to extraordinary circumstances.

Please do not hesitate to contact Bob Schiffler, Controller at 209-944-6237 or email [bob@acerail.com](mailto:bob@acerail.com) if you have any questions or comments.

Sincerely,



Stacey Mortensen  
Executive Director

c: John Nguyen, ACTC  
Vivek Bhat, ACTC  
Brian Schmidt, SJRRC  
Nila Cordova, SJRRC  
Bob Schiffler, SJRRC



## City of Alameda, California

February 23, 2015

John Nguyen  
Project Manager  
Alameda CTC  
1111 Broadway, Suite 800  
Oakland CA 94607

Re: Request for exemption from the Timely Use of Funds Policy

Dear Mr. Nguyen,

The City of Alameda is hereby requesting an exemption from the Timely Use of Funds Policy, with regards to the Paratransit Measure B funds.

The City did not expend all of the funding budgeted, due to a lower than expected demand for services.

The City plans to use some of the surpluses available in Planned Projects and Operational Reserves to purchase a paratransit/senior bus. A suitable bus has been located and we expect to finalize the purchase this summer. An amount of \$100,000, the approximate cost of the bus, has been shown in the revised Table 3 in the Capital Reserves window for FY 14-17, to be spent in FY 15-16.

The FY 14-15 Planned Project has been reduced to a budget of \$90,000, of which \$61,657.17 has been spent as of February 17, 2015. If the actual expenses to this planned project exceed \$90,000, there is \$27,600 available in the Operation Fund Reserve to cover the costs.

Sincerely,

A handwritten signature in black ink, appearing to read "Laurie Kozisek", is written over a faint blue circular stamp.

Laurie Kozisek  
Acting Senior Engineer  
Public Works Department  
City of Alameda

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## CITY OF DUBLIN

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

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



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

March 20, 2015

Art Dao  
Executive Director  
Alameda County Transportation Commission  
1111 Broadway, Suite 800  
Oakland, CA 94607

RE: Exemption Request for Timely Use of Funds Policy

Mr. Dao:

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

### Measure B Funds

In FY 2013-2014, the planned expenditures were \$795,647 and the actual expenditures through June 30, 2014, were \$446,901. The unspent amount in FY 2013-2014 is \$348,746. The primary reason for the unspent amount is the delay of the planned Annual Street Overlay project. The project was intended to be combined with Dublin's One Bay Area Grant (OBAG) federally funded overlay project, Dublin Boulevard Preservation (Federal ID# STPL-5432(018), \$470,000). The OBAG project schedule was delayed and the project was eventually split, to segregate the federally funded work from non-federally funded work. Both projects are currently out to bid, with bid openings scheduled for early April 2015. The balance of unused Measure B LSR funds will be utilized as part of the 2015 Annual Street Overlay Project.

If you have any questions regarding this request, please contact me at (925) 833-6630 or at [andrew.russell@dublin.ca.gov](mailto:andrew.russell@dublin.ca.gov).

Sincerely,

Andrew C. Russell  
Assistant Public Works Director/City Engineer

CC: [grants@alamedactc.org](mailto:grants@alamedactc.org)  
John Nguyen, Project Manager, Alameda CTC ([jnguyen@alamedactc.org](mailto:jnguyen@alamedactc.org))  
Obaid Khan  
Lisa Hisatomi

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# CITY OF EMERYVILLE

INCORPORATED 1896

1333 PARK AVENUE  
EMERYVILLE, CALIFORNIA 94608-3517

TEL: (510) 596-4330 FAX: (510) 596-4389

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

Attn: John Nguyen  
510-208-7400

February 18, 2015

Subject: Letter of Exemption-Measure B

Mr. Nguyen;

The City of Emeryville hereby requests exemption from the Master Programs Funding Timely Use of Funds Policy. It is necessary for the City to aggregate multiple years of Measure B revenue in order to produce a cost effective project the size of which creates a beneficial economy of scale. In the future it is likely that the City will establish Measure B capital fund reserves to accomplish this.

It is expected that the Ongoing Street Rehabilitation Project will begin using Local Streets and Roads Program funding in FY 14/15.

It is expected that the Ongoing Bicycle Pedestrian Plan Implementation Project will begin using Bicycle/Pedestrian Program funding in FY 14/15.

Please feel free to contact me at 510-596-4333 if you have any questions or require any additional information.

Sincerely,

Michael Roberts  
Senior Civil Engineer  
Public Works Department  
City of Emeryville

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## CITY OF EMERYVILLE

INCORPORATED 1896

1333 PARK AVENUE  
EMERYVILLE, CALIFORNIA 94608-3517

TEL: (510) 596-4330 FAX: (510) 596-4389

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

Attn: John Nguyen  
510-208-7400

February 18, 2015

Subject: Letter of Exemption-VRF

Mr. Nguyen;

The City of Emeryville hereby requests exemption from the Master Programs Funding Agreement Timely Use of Funds Policy. It is necessary for the City to aggregate multiple years of VRF revenue in order to produce a cost effective project the size of which creates a beneficial economy of scale. In the future it is likely that the City will establish VRF capital fund reserves to accomplish this.

It is expected that the Ongoing Street Rehabilitation Project will begin using these funds in FY 14/15.

Please feel free to contact me at 510-596-4333 if you have any questions or require any additional information.

Sincerely,

Michael Roberts  
Senior Civil Engineer  
Public Works Department  
City of Emeryville

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34009 ALVARADO-NILES ROAD  
UNION CITY, CALIFORNIA 94587  
T 510.675.5305 F 510.489.9468

February 18, 2015

Mr. John Nguyen  
Project Manager  
Alameda County Transportation Commission  
1111 Broadway, Suite 800  
Oakland, CA 94607

Subject: FY13-14 Measure B/VRF Compliance Report – Letter of Exemption from the Timely Use of Funds Policy

Dear Mr. Nguyen,

In the subject report, under Table 3, Planned Projects (Box 4), City planned to fund Alvarado Blvd. /UCB Project (#90615) in the amount of \$104,441 and fund the 2013-14 Overlay Project (#91301) in the amount of \$25,000, for a total anticipated expenditure of \$129,441. However, since only \$27,433 was actually expended using VRF funds, we are requesting an Exemption from the Timely use of funds policy.

The detailed explanation for the under-expenditure, previously summarized under ‘Additional Information’, on Table 1 of FY 13-14 Compliance Report, is as follows:

For the Alvarado Blvd. /UCB Project, a total of \$104,441 was initially planned to be spent using VRF funds whereas due to cost savings \$88,659 was actually spent. However, \$80,835 of this expenditure was reimbursed by other outside grant funds. Since Box 4 of Table 3 can only show VRF funded planned projects, the \$80,835 had to be deducted and shown to be paid by ‘other’ funds. This meant an actual expenditure of only \$7,823 using VRF funds. In the case of the 2013-14 Overlay Project, we estimated a planned expenditure of \$25,000 whereas \$19,610 actually needed to be spent, resulting in an unspent balance of \$5,390.

To account for these unspent VRF funds, the Operations reserve is being increased by \$80,835. In addition, \$258,708 (funds not previously accounted for) are being added for a total of \$339,543 in the Operations fund for the use of H St. – Green Street Project (#91415) which is currently under design and is scheduled for construction in FY 16-17. This new project is shown under Box 6 of Table 6 of the revised FY 13-14 Compliance Report.

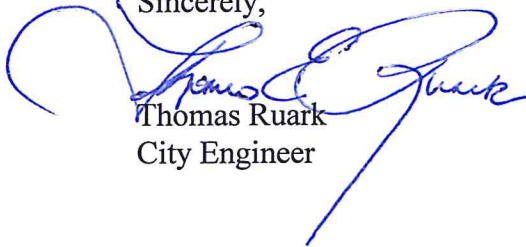
As you can see, due to the unanticipated grant reimbursement, we were unable to allocate the

actual expenditure under VRF Planned Projects and ended up underspending the anticipated amount of VRF Planned Projects expenses by more than 30% of the planned amounts.

In light of this development, we request that our request for the Exemption from the Timely Use of Funds Policy be granted.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Thomas Ruark", is written over the typed name and title.

Thomas Ruark  
City Engineer

c. Gayle Okada, Supervising Accountant



# Memorandum

6.9

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** June 18, 2015

**SUBJECT:** Altamont Commuter Express Baseline Service Plan for Fiscal Year 2015-16

**RECOMMENDATION:** Approve (1) the Altamont Commuter Express (ACE) Baseline Service Plan for FY 2015-16; and (2) the delegation of the approval of future plan submittals to the Executive Director, or designee of the Executive Director.

## Summary

The Cooperative Service Agreement (CSA) for the operation of the Altamont Commuter Express (ACE) service between the Alameda CTC, Santa Clara Valley Transportation Authority (VTA) and San Joaquin Regional Rail Commission (SJRRRC) calls for SJRRRC staff to prepare an annual report on the operation of the ACE service and to identify the funding needs for the coming fiscal year. The updated ACE Baseline Service Plan (BSP), details the proposed services and corresponding budget required for FY2015-16.

Alameda CTC's contribution for the annual operating budget is \$2,911,000 and will be funded by Measure B and Measure BB Direct Local Distribution (DLD) funds. The estimated new funding need for capital projects is \$3,773,836 and is proposed to be funded from a combination of Metropolitan Transportation Commission (MTC) State Transit Assistance (STA) funds for Alameda County, Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) funds, Proposition 1B Transit Security funds, Measure B and Measure BB funds.

The FY2015-16 BSP update meets the requirements of the CSA and is recommended for approval. All Alameda CTC funds identified for expenditure in the current BSP and future BSP submittals are subject to Commission approval through independent project and program allocation actions. Due to the administrative nature of the BSP document, it is also recommended that the Commission delegate the approval of future BSP documents to the Executive Director of the Alameda CTC, or designee of the Executive Director.

## Background

In compliance with the requirements of the CSA, SJRRRC submitted the annual update to the BSP as the basis for renewal of the CSA. The FY2015-16 BSP, included as Attachment A, incorporates Alameda CTC's staff comments and is summarized as follows:

### Operations and Maintenance:

Alameda CTC's baseline service contribution in FY2014-15 was \$2,197,818 and is estimated to increase in FY2015-16 to \$2,241,555. The increase over last year's amount is based on an adjusted Consumer Price Index (CPI) increase of 1.99% for FY2015-16. On October 1, 2012, ACE provided expanded services through a fourth train service. SJRRC is requesting \$669,445 for FY2015-16, which represents about one-third of the operating subsidy of the fourth train. Alameda CTC's total contribution for the operating budget is \$2,911,000 and will be funded by Measure B and Measure BB DLD funds.

### Capital Projects:

Five projects have been identified with funding needs beginning in FY2015-16 as follows:

1. Capital Spares/Upgrades
2. UPRR Capital Access Fee
3. Positive Train Control
4. Wayside Horns (Sunol Crossings)
5. Platform Extensions (at Vasco Road Downtown Livermore and Pleasanton Stations)

The estimated new funding need for capital projects is \$3,773,836 and is proposed to be funded as follows:

|                                               |                   |
|-----------------------------------------------|-------------------|
| MTC STA funds for Alameda County              | \$ 292,998        |
| PTMISEA                                       | \$ 4,700          |
| Transit Security (FY15-16 –projected)         | \$ 38,826         |
| Altamont Rail Measure B/BB Projected Reserves | \$ 3,100,000      |
| <u>Measure B Capital Projects</u>             | <u>\$ 337,312</u> |
| Total                                         | \$ 3,773,836      |

In FY2014-15, project close out was performed on four projects resulting in a combined unexpended allocation of \$447,963. These previously allocated funds will be made available to new projects identified in the BSP once external funds have been exhausted.

Specific to Alameda CTC funding, the BSP delineates the annual amounts that may be used for specific ACE services in Alameda County. These annual amounts are subject to limits approved by the Commission through independent project and program allocation actions. The proposed delegation would authorize the Executive Director, or designee of the Executive Director, to take the following actions related to the BSP: (1) the review and approval of future BSP submittals by the SJRRC; and (2) the negotiation and execution of any agreement, or agreements, and any amendments to existing agreements necessary

to reflect the approval of the BSP. The recommended delegation for approval of the BSP and associated agreements would streamline the involvement of Alameda CTC in matters related to ACE.

**Fiscal Impact:** Approval of the BSP will allow for the encumbrance and subsequent expenditure of allocated PTMISEA funds, Proposition 1B Transit Security funds and Measure B funds made available for ACE services and capital projects.

**Attachments:**

A. ACE FY2015-16 Baseline Service Plan

**Staff Contact**

[James O'Brien](#), Interim Deputy Director of Programming and Allocations

[Trinity Nguyen](#), Senior Transportation Engineer

[Vivek Bhat](#), Senior Transportation Engineer

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The background of the page features a faded image of a multi-story brick building with arched windows and a train track with gravel beds and rails receding into the distance.

# **Altamont Corridor Express**

***2015 - 2016***

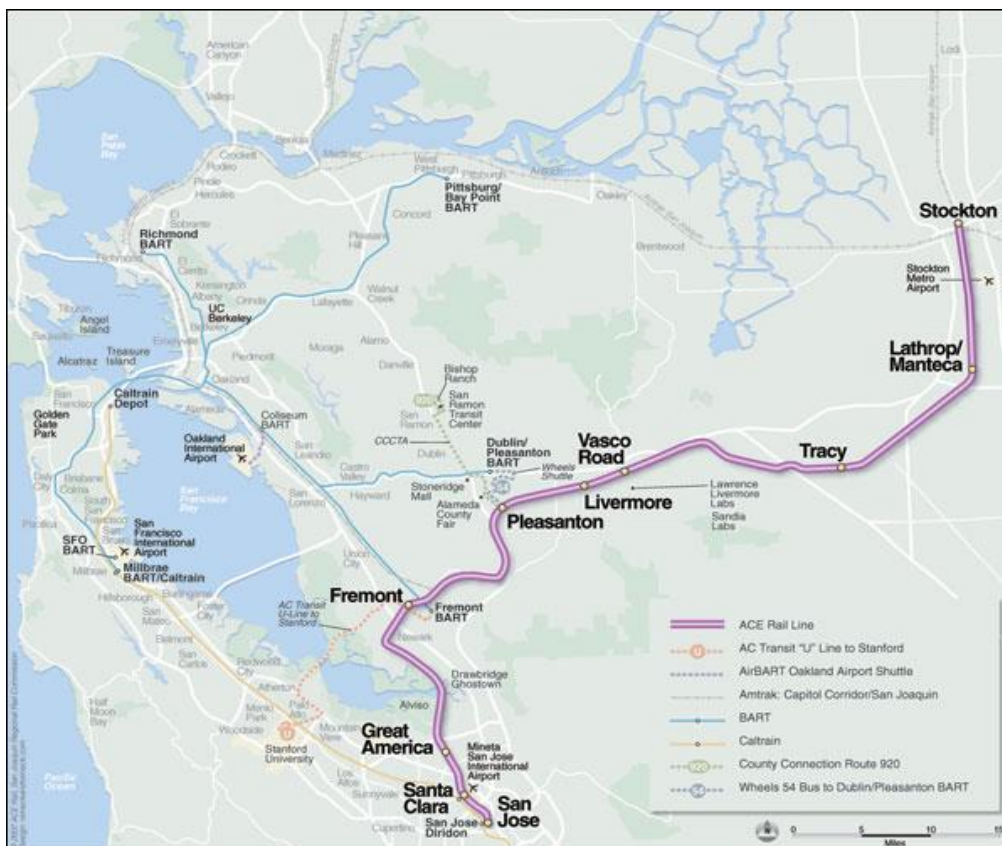
***BASELINE SERVICE PLAN***

## Train Service

The Altamont Corridor Express (ACE) Baseline Service Plan provides 4 weekday roundtrips between Stockton, CA and San Jose, CA. The four trains consist of one 4 car set, two 7 car sets, and one 6 car set providing seating for between approximately 500 and 900 seats depending on the number of passenger cars.

## Service Corridor

ACE trains operate over 82 miles of Union Pacific railroad between Stockton and Santa Clara, and 4 miles of Caltrain railroad between Santa Clara and San Jose. ACE trains service 10 stations in San Joaquin, Alameda, and Santa Clara Counties.



| COUNTY STATIONS SERVED |            |                            |
|------------------------|------------|----------------------------|
| SAN JOAQUIN            | ALAMEDA    | SANTA CLARA                |
| Stockton               | Vasco Road | Great America              |
| Lathrop/Manteca        | Livermore  | Santa Clara - Caltrain     |
| Tracy                  | Pleasanton | San Jose Diridon- Caltrain |
|                        | Fremont    |                            |

**Train Schedule (No Change)**

**AM – WESTBOUND**

| Stockton To San Jose | #01      | #03      | #05      | #07      |
|----------------------|----------|----------|----------|----------|
| Stockton             | 4:20 AM  | 5:35 AM  | 6:40 AM  | 7:05 AM  |
| Lathrop/Manteca      | 4:39 AM  | 5:54 AM  | 6:59 AM  | 7:24 AM  |
| Tracy                | 4:51 AM  | 6:06 AM  | 7:11 AM  | 7:36 AM  |
| Vasco                | 5:20 AM  | 6:35 AM  | 7:40 AM  | 8:05 AM  |
| Livermore            | 5:25 AM  | 6:40 AM  | 7:45 AM  | 8:10 AM  |
| Pleasanton           | 5:33 AM  | 6:48 AM  | 7:53 AM  | 8:18 AM  |
| Fremont              | 5:55 AM  | 7:10 AM  | 8:15 AM  | 8:40 AM  |
| Great America        | L6:13 AM | L7:28 AM | L8:33 AM | L8:58 AM |
| Santa Clara          | L6:20 AM | L7:35 AM | L8:40 AM | L9:05 AM |
| San Jose             | 6:32 AM  | 7:47 AM  | 8:52 AM  | 9:17 AM  |

**PM – EASTBOUND**

| San Jose To Stockton | #04     | #06      | #08      | #10      |
|----------------------|---------|----------|----------|----------|
| San Jose             | 3:35 PM | 4:35 PM  | 5:35 PM  | 6:38 PM  |
| Santa Clara          | 3:40 PM | 4:40 PM  | 5:40 PM  | 6:43 PM  |
| Great America        | 3:49 PM | 4:49 PM  | 5:49 PM  | 6:52 PM  |
| Fremont              | 4:05 PM | 5:05 PM  | 6:05 PM  | 7:08 PM  |
| Pleasanton           | 4:28 PM | 5:28 PM  | 6:28 PM  | 7:31 PM  |
| Livermore            | 4:37 PM | 5:37 PM  | 6:37 PM  | 7:40 PM  |
| Vasco                | 4:42 PM | 5:42 PM  | 6:42 PM  | 7:45 PM  |
| Tracy                | 5:11 PM | L6:11 PM | L7:11 PM | L8:14 PM |
| Lathrop / Manteca    | 5:23 PM | L6:23 PM | L7:23 PM | L8:26 PM |
| Stockton             | 5:47 PM | 6:47 PM  | 7:47 PM  | 8:50 PM  |

L = Trains may leave early after all riders have de-boarded.

## Fare Structure

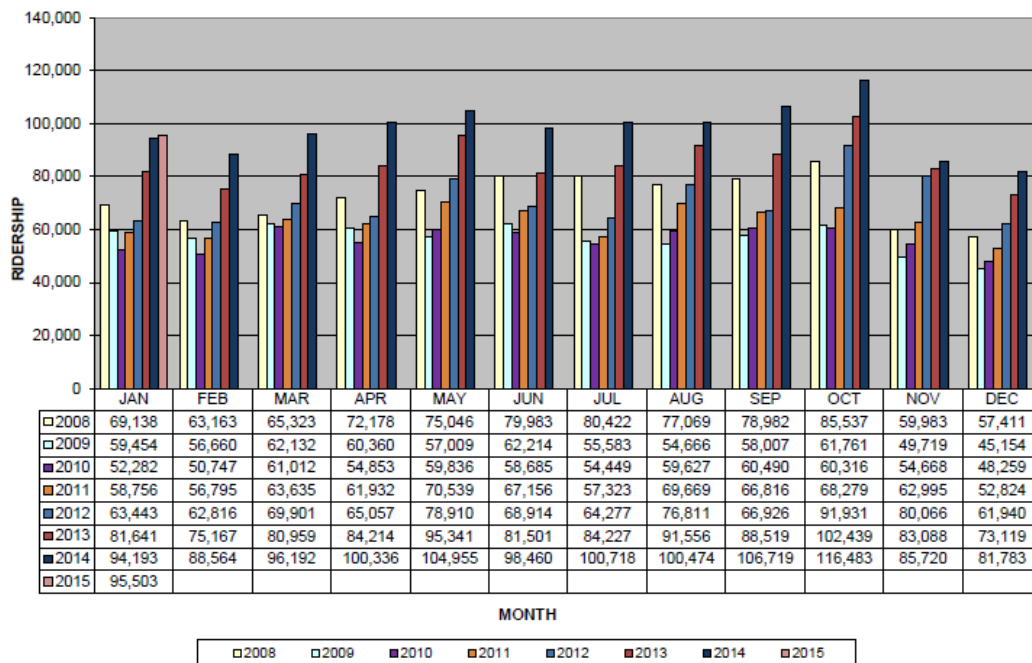
The ACE fare structure is based on a point to point system that was adopted by the SJRRC Board in April 2006. The zone system that was previously used was replaced with a system that determines fares based on the origin and destination stations. In addition, the fare program established a 50% discount for senior citizens 65 and older, persons with disabilities and passengers carrying Medicare cards issued under Title II or XVIII of the Social Security Act, and children age 6 through 12. Children under 6 ride for free with an accompanying adult. Current fares (below) have been in effect since October 6, 2014.

| ALTAMONT CORRIDOR EXPRESS REGULAR TRAIN FARES |                     |         |        |        |           |            |         |            |             |          |
|-----------------------------------------------|---------------------|---------|--------|--------|-----------|------------|---------|------------|-------------|----------|
| EFFECTIVE October 6, 2014                     |                     |         |        |        |           |            |         |            |             |          |
| ORIGIN STATION                                | DESTINATION STATION | LATHROP | TRACY  | VASCO  | LIVERMORE | PLEASANTON | FREMONT | G. AMERICA | SANTA CLARA | SAN JOSE |
| SKT                                           | ONE WAY             | 4.50    | 5.50   | 9.50   | 9.50      | 9.50       | 10.75   | 13.75      | 13.75       | 13.75    |
|                                               | ROUND TRIP          | 5.50    | 10.75  | 14.75  | 14.75     | 14.75      | 19.50   | 24.25      | 24.25       | 24.25    |
|                                               | 20 RIDE             | 46.75   | 83.25  | 117.75 | 117.75    | 117.75     | 152.50  | 188.25     | 188.25      | 188.25   |
|                                               | MONTHLY             | 87.00   | 151.00 | 216.50 | 216.50    | 216.50     | 280.25  | 345.75     | 345.75      | 345.75   |
| LAT                                           | ONE WAY             |         | 5.25   | 9.00   | 9.00      | 9.00       | 10.25   | 12.75      | 12.75       | 12.75    |
|                                               | ROUND TRIP          |         | 10.25  | 14.25  | 14.25     | 14.25      | 18.00   | 23.25      | 23.25       | 23.25    |
|                                               | 20 RIDE             |         | 79.00  | 112.50 | 112.50    | 112.50     | 146.00  | 180.00     | 180.00      | 180.00   |
|                                               | MONTHLY             |         | 144.25 | 207.00 | 207.00    | 207.00     | 268.50  | 331.50     | 331.50      | 331.50   |
| TRC                                           | ONE WAY             |         |        | 5.25   | 5.25      | 5.25       | 9.00    | 10.25      | 10.25       | 10.25    |
|                                               | ROUND TRIP          |         |        | 10.25  | 10.25     | 10.25      | 14.25   | 18.00      | 18.00       | 18.00    |
|                                               | 20 RIDE             |         |        | 79.00  | 79.00     | 79.00      | 112.50  | 146.00     | 146.00      | 146.00   |
|                                               | MONTHLY             |         |        | 144.25 | 144.25    | 144.25     | 207.00  | 268.50     | 268.50      | 268.50   |
| TRI-VALLEY                                    | ONE WAY             |         |        |        | 4.00      | 4.00       | 5.25    | 9.00       | 9.00        | 9.00     |
|                                               | ROUND TRIP          |         |        |        | 5.25      | 5.25       | 10.25   | 14.25      | 14.25       | 14.25    |
|                                               | 20 RIDE             |         |        |        | 45.00     | 45.00      | 79.00   | 112.50     | 112.50      | 112.50   |
|                                               | MONTHLY             |         |        |        | 83.50     | 83.50      | 144.25  | 207.00     | 207.00      | 207.00   |
| TRI-VALLEY                                    | ONE WAY             |         |        |        |           | 4.00       | 5.25    | 9.00       | 9.00        | 9.00     |
|                                               | ROUND TRIP          |         |        |        |           | 5.25       | 10.25   | 14.25      | 14.25       | 14.25    |
|                                               | 20 RIDE             |         |        |        |           | 45.00      | 79.00   | 112.50     | 112.50      | 112.50   |
|                                               | MONTHLY             |         |        |        |           | 83.50      | 144.25  | 207.00     | 207.00      | 207.00   |
| TRI-VALLEY                                    | ONE WAY             |         |        |        |           |            | 5.25    | 9.00       | 9.00        | 9.00     |
|                                               | ROUND TRIP          |         |        |        |           |            | 10.25   | 14.25      | 14.25       | 14.25    |
|                                               | 20 RIDE             |         |        |        |           |            | 79.00   | 112.50     | 112.50      | 112.50   |
|                                               | MONTHLY             |         |        |        |           |            | 144.25  | 207.00     | 207.00      | 207.00   |
| FMT                                           | ONE WAY             |         |        |        |           |            |         | 5.25       | 5.25        | 5.25     |
|                                               | ROUND TRIP          |         |        |        |           |            |         | 10.25      | 10.25       | 10.25    |
|                                               | 20 RIDE             |         |        |        |           |            |         | 79.00      | 79.00       | 79.00    |
|                                               | MONTHLY             |         |        |        |           |            |         | 144.25     | 144.25      | 144.25   |
| GAC                                           | ONE WAY             |         |        |        |           |            |         |            | 4.00        | 4.00     |
|                                               | ROUND TRIP          |         |        |        |           |            |         |            | 5.25        | 5.25     |
|                                               | 20 RIDE             |         |        |        |           |            |         |            | 45.00       | 45.00    |
|                                               | MONTHLY             |         |        |        |           |            |         |            | 83.50       | 83.50    |
| SCC                                           | ONE WAY             |         |        |        |           |            |         |            |             | 4.00     |
|                                               | ROUND TRIP          |         |        |        |           |            |         |            |             | 5.25     |
|                                               | 20 RIDE             |         |        |        |           |            |         |            |             | 45.00    |
|                                               | MONTHLY             |         |        |        |           |            |         |            |             | 83.50    |

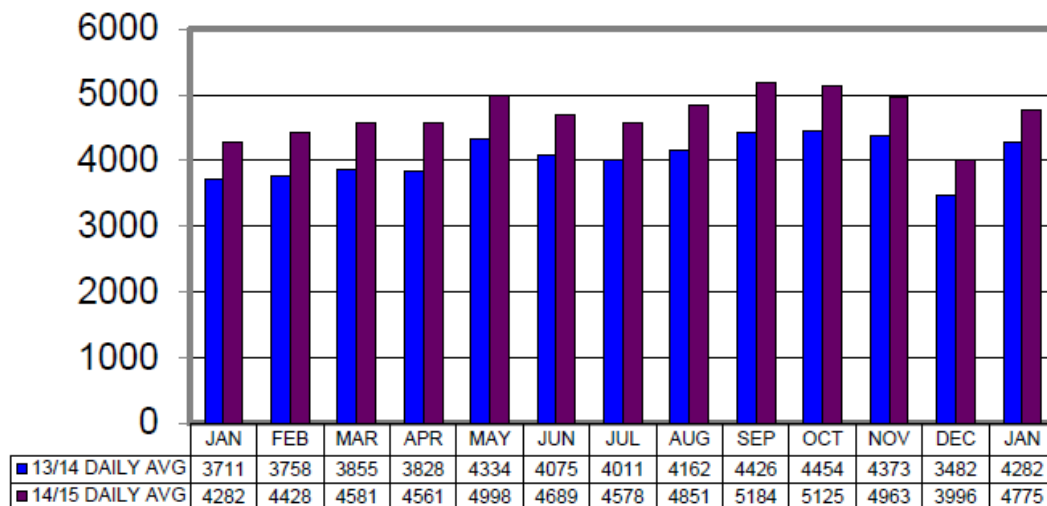
## Ridership

FY 2014/2015 continues to outperform last fiscal year's month over month. The current fiscal year-to-date trends indicate ridership will grow to over 1.1 million riders. The economic recovery and the associated congestion on the Highway system in the East Bay & San Jose continue to attract passengers and has made 2014 ACE's best year ever, with October 2014 recorded as the highest ridership month in ACE's history!

### ACE RIDERSHIP TRENDS



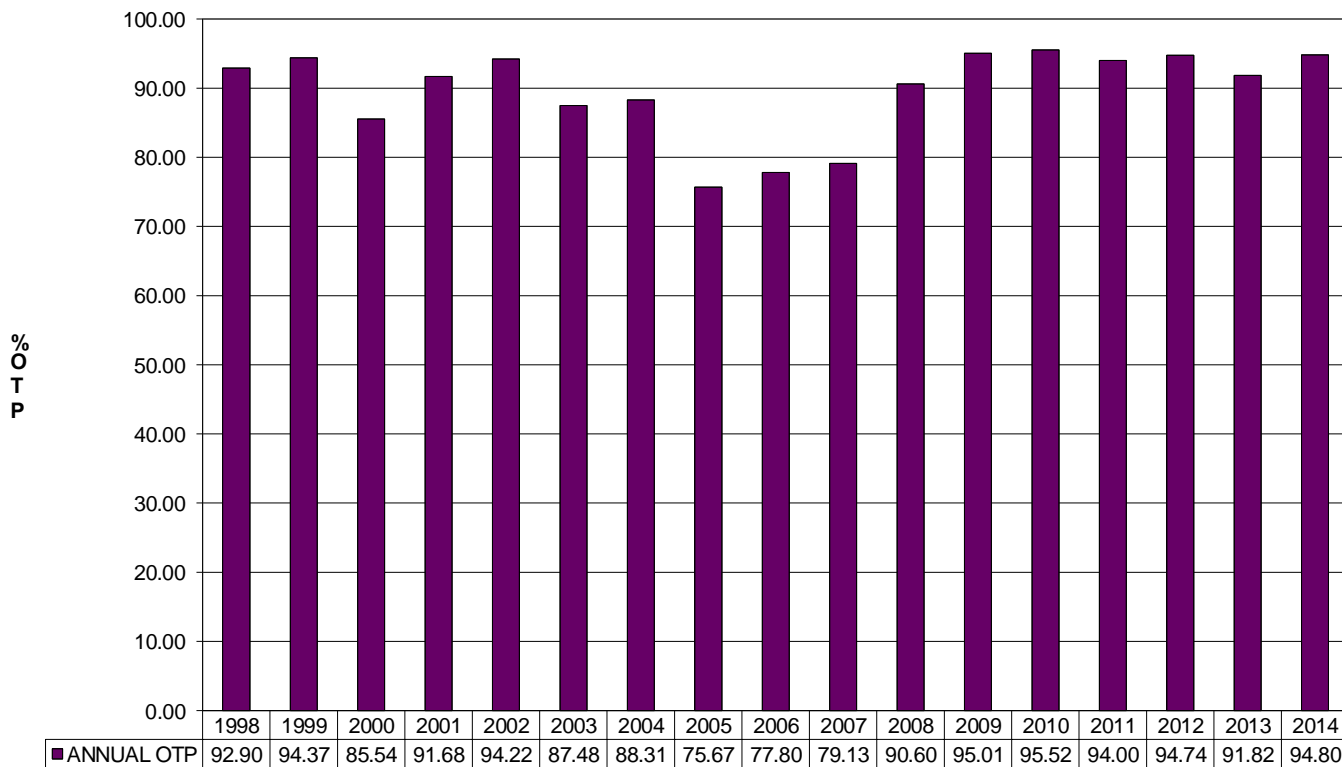
### ACE DAILY RIDERSHIP COMPARISON



## On-Time Performance

ACE on-time performance for FY 14/15 year to date is 94.8%. Prior FY, on-time performance was 94.75%. It is anticipated that FY 15/16 will maintain and potentially improve last FY's on-time performance as the spring and summer months often yield better performance. ACE's on-time performance is calculated based on trains arriving at their final terminal within 6 minutes of the schedule of the train. Since 2007, on-time performance has grown almost 17% - a significant dividend representing SJRRC's commitment to track maintenance and improvement in the ACE corridor.

### ACE ANNUAL ON-TIME PERFORMANCE



## Shuttles

A substantial part of the ACE operating budget is for connecting shuttle operations. Connecting shuttle or bus service is available at five of the current stations. There are also connecting services that are funded by other Agencies or private businesses.

(NOTE: Level of Shuttle Service is subject to change depending upon available grant funding utilization and operating efficiency.)

### San Joaquin County

- Lathrop Manteca Station - Modesto Max bus provides connections between Modesto and the Lathrop Manteca station. (Not part of ACE operating budget)

Alameda County

- Vasco Road – Livermore Lab Shuttle (Not part of ACE operating budget)
- Livermore Station – Connecting service to LAVTA/Wheels Transit system. (Not part of ACE operating budget)
- Pleasanton Station – Connecting service to LAVTA Wheels Route 53 and 54 servicing Pleasanton BART, Hacienda Business Park, and Stoneridge Business Park. Connecting service to Contra Costa County Transit servicing Bishop Ranch Business Park.
- Fremont Station – Connecting service to AC Transit.(Not part of ACE operating budget)

Santa Clara County

- Great America Station – Eight shuttle routes provided by El Paseo Limousine, managed by the VTA, cover 762 miles per day to various businesses in the Silicon Valley. In addition Light Rail Service from the Lick Mill Station also provides connection alternatives to the passengers. Approximately 10 private company shuttles service the station. A shuttle from the Great America Station is also provided by El Paseo Limousine to accommodate employees in Santa Clara and Cupertino working at Agilent, Hitachi, Hewlett Packard and Kaiser.
- Santa Clara Station – Connecting service to VTA. (Not part of ACE operating budget.)
- San Jose Diridon Station - ACE riders have access to the free DASH shuttles, VTA light rail, six bus routes and four regional express routes to and from the San Jose Diridon Station providing connection alternatives for passengers. DASH shuttles provide an important link for ACE passengers traveling to downtown San Jose. DASH shuttles are operated by VTA with funds from the Bay Area Air Quality Management District (BAAQMD), the San Jose State University, and the VTA.

## ACE Service Contributions

The Baseline ACE Service Contributions were initially derived from the 2002/2003 adopted ACE Budget and are adjusted annually based upon the CPI, unless unusual industry factors affect the service. The following chart shows the contributions by Fiscal Year:

| Fiscal Year     | April-April CPI | Alameda CTC | Santa Clara VTA |
|-----------------|-----------------|-------------|-----------------|
| FY 2009 - 2010  | 0.30%           | \$1,936,981 | \$2,689,659     |
| FY 2010 - 2011* | 2.39%           | \$1,983,275 | \$2,689,659     |
| FY 2011 - 2012* | 3.48%           | \$2,052,293 | \$2,689,659     |
| FY 2012 - 2013  | 2.20%           | \$2,097,443 | \$2,921,212     |
| FY 2013 - 2014  | 2.18%           | \$2,143,168 | \$2,988,692     |
| FY 2014 - 2015  | 2.55%           | \$2,197,818 | \$3,064,646     |
| FY 2015 - 2016  | 1.99%           | \$2,241,555 | \$3,125,632     |

\* Due to economic constraints, SCVTA held the FY 2011 & FY 2012 contribution at the FY 2009 level.

## ACE Operations and Maintenance Contributions:

The published FY 2015/2016 April -April CPI is 1.99 percent. Local contributions are projected to increase 2.05 percent over FY 2015/2016. The table below notes the projected commitment for the three trains which make up the baseline services and the expanded services initiated in October 2012 through a fourth train. *SCVTA is not participating in funding the 4<sup>th</sup> train.*

|                            | FY 2014 - 2015 | FY 2015 - 2016 | Expanded Services<br>(4 <sup>th</sup> train) | FY 2015 - 2016<br>Request |
|----------------------------|----------------|----------------|----------------------------------------------|---------------------------|
| ALAMEDA CTC <sup>1,2</sup> | \$2,197,818    | \$2,241,555    | \$669,445                                    | \$2,911,000               |
| SCVTA                      | \$3,064,646    | \$3,125,632    | \$0                                          | \$3,125,632               |

1. Alameda CTC's figure includes \$20,000 for maintenance of the Vasco Road and Pleasanton Stations, but does not include \$20,000 for the Administrative Management of Alameda CTC's contribution.
2. The request amount is within the estimated FY 15-16 Alameda CTC funds available for ACE services which totals \$3.96 million (\$2.664 million Measure B and \$1.296 million Measure BB) .

## ACE Shuttle Contributions:

The regional shuttle service providers (VTA, LAVTA, and CCCTA) have multi-year contracts with private operators that have built-in, annual inflation rates (Averaging 3-4 percent). These costs are passed-through to the Baseline ACE Service Budget.

***The overall shuttle budget for FY 2014/2015 was \$1.35 million. Estimated shuttle budget for FY 2015/2016 is \$1.2 million.***

The decrease in the Shuttle Budget from 2014/2015 from \$1.35 million to \$1.2 million reflects service adjustments eliminating low ridership shuttle routes and increased bus sizes on heavier ridership routes.

ACE shuttles from the Great America Station are operated by El Paseo Limousine through a competitive selection by a panel of VTA and SJRRP staff. VTA manages this service and contracts with El Paseo, who utilizes propane clean-air vehicles. Grant revenue depends on award of annual funds from the air district. These funds are awarded on a calendar cycle so the first half of FY 2015/2016 is covered under the current grant.

### **ACE Capital Projects:**

As part of the SJRRC's efforts to provide a safer more reliable and convenient ACE service, projects are mutually agreed upon between ACE and UPRR and must result in either a speed increase on the ACE corridor or improve reliability of the service. Thus far, the Capital program has been funded with State Funds, Federal Section 5307 Funds, Section 5309 Funds, Alameda County Sales Tax Measure B, Santa Clara VTA, and San Joaquin County Sales Tax Measure K revenues.

Annually as part of the Baseline Service Plan SJRRC, ALAMEDA CTC, and SCVTA discuss the programming and funding of future capital projects. These meetings will take place prior to the completion of the Final Budget. Any projects agreed to will be incorporated into this document by amendment.

The total new Capital Project needs beginning in FY 15/16 is estimated as follows:

|                              |              |
|------------------------------|--------------|
| Alameda CTC Capital Projects | \$ 3,773,836 |
| SCVTA Capital Projects       | \$ 0         |

Projected funding for Alameda CTC Capital Projects:

|                                       |              |
|---------------------------------------|--------------|
| MTC STA funds for Alameda County      | \$ 292,998   |
| PTMISEA                               | \$ 4,700     |
| Transit Security (FY 15-16 projected) | \$ 38,826    |
| Altamont Rail Measure B/BB Projected  | \$ 3,100,000 |
| Reserves                              |              |
| Measure B Capital Projects            | \$ 337,312   |
| Total                                 | \$ 3,773,836 |

Funds are proposed to be expended in the order shown above. Measure B Capital Projects funds will be requested only after Measure B/BB Reserves have been exhausted.

Project details are included as Appendix A.

### **ACE Service Improvements Beyond the Baseline Service**

SJRRC is completing work on a station track extension that will connect the ACE station with the new maintenance facility and allow for Caltrans San Joaquin trains to access the station platform. Phases I of the project is completed and Phase II is anticipated to be completed in FY 16/17.

As ridership from Alameda County continues to grow, passengers have contacted ACE to report insufficient parking at the Pleasanton ACE Station. SJRRC has begun discussing parking solutions with our partners in Alameda to identify options for accommodating the increased demand.

## Appendix A

### On-going Capital Projects (Previously Allocated Funds):

#### Altamont Corridor Rail Project—ACEforward \$10,200,000

In fiscal year 2012/2013, \$36.4 million of Proposition 1A funding was allocated in the state budget to the CHSRA for planning for improvements in the Altamont Corridor. To expedite progress in the Altamont Corridor, in June 2013 the CHSRA turned the leadership and management of this Altamont Corridor planning effort to the SJRRC. SJRRC's focus is on delivering near-term incremental improvements to the existing ACE service that can be achieved by the end of 2018 (when the initial high-speed rail construction segment is completed) and by the end of 2023 (when the high-speed rail initial operating segment is to be operational). This work includes planning to connect the ACE service to the northern terminus of CHSRA's initial operating segment in Merced by the end of 2023 and to improve connectivity with BART (in the Tri-Valley and other potential locations) and other transit services. This program has been named "ACEforward".

SJRRC initiated the ACEforward EIR/EIS process utilizing the state CHSRA funds allocated for the Altamont Corridor. SJRRC is the lead agency for CEQA, and the Federal Railroad Administration (FRA) is the federal lead agency for NEPA. The ACEforward environmental process will result in a combined program/project EIR/EIS. The corridor-wide program EIR/EIS is for the San Jose – Stockton – Merced corridor, and includes near and mid-term potential incremental improvements for the ACE service. Concurrently SJRRC and FRA are also doing the project level EIR/EIS work needed to enable increasing ACE service to six-daily round trips by 2018, to extend the ACE service to Downtown Modesto, and for potentially moving the ACE line to serve downtown Tracy at the Tracy Transit Station.. By the end of 2023, the goal is to extend service to Downtown Merced and have ten-daily round trips.

Scoping for the ACEforward EIR/EIS was completed in November 2013. Alternatives to carry forward in the EIR/EIS have been presented to the SJRRC for most of the route and are available on the ACEforward webpage. The Alternatives include potential new ACE stations at downtown Tracy, River Islands, Manteca Transit Center, downtown Ripon, downtown Modesto, Turlock, Livingston or Atwater, and downtown Merced. Initial ACEforward ridership and revenue forecasts and benefits were presented to the SJRRC Board in October 2014. Detailed engineering and environmental analysis, and additional ridership analysis are set to begin in July 2015. The ACEforward Draft EIR/EIS is expected to be released by mid-2016.

The amounts shown below reflect estimated needs from previously allocated funds.

| Alameda CTC Funds: Measure B Capital Project (ACTIA No. 1) |           |          |          |           |
|------------------------------------------------------------|-----------|----------|----------|-----------|
| Phase                                                      | FY 15/16  | FY 16/17 | FY 17/18 | Total     |
| Scoping                                                    |           |          |          |           |
| Environmental                                              | \$339,519 |          |          | \$339,519 |
| Design                                                     |           |          |          |           |
| Construction                                               |           |          |          |           |
| Total                                                      | \$339,519 |          |          | \$339,519 |

### Electronic Ticketing - \$1,000,000:

The development of E-ticketing apps and systems allows transit agencies a better way to manage operations more effectively and efficiently and making the ticketing process easier for customers.

E-Ticketing goals for the SJRRC are as follows:

- The system must provide the passenger more convenience and time savings than the current method;
- The system must provide improved passenger data to SJRRC for safety and security purposes.

The project is anticipated to be an account-based RFID card passively scanned by virtual gates on the trains, acting as the “tag-on/tag-off”, coupled with directional active scanning by the ACE onboard Passenger Service Agents (PSAs).

The funds in this year’s budget are slated for the initial development of the Request for Proposals, equipment list, and integration activities. Total equipment and project management costs for deployment are anticipated to be in the \$2.0M range. Staff believes a system could be deployed within 24 months.

The amounts shown below reflect estimated needs from previously allocated funds.

| Alameda CTC Funds: |           | PTMISEA                    | \$377,794 |           |
|--------------------|-----------|----------------------------|-----------|-----------|
|                    |           | Prop 1B (Transit Security) | \$116,478 |           |
| Phase              | FY 15/16  | FY 16/17                   | FY 17/18  | Total     |
| Scoping            |           |                            |           |           |
| Environmental      |           |                            |           |           |
| Design             | \$494,272 |                            |           | \$494,272 |
| Construction       |           |                            |           |           |
| Total              | \$494,272 |                            |           | \$494,272 |

## Capital Projects Total New Funding Needs: \$3,773,836

### Capital Spares/Upgrades - \$850,000

The agency maintains an inventory of spare parts to maintain the ACE passenger cars and locomotives. The inventory of parts is kept to ensure the rolling stock is service-ready at all times. The budget for spare parts is applied toward the replenishment of supplies used to maintain, prevent failures, and extend the life of the equipment. Typical purchases include windows for the cars and locomotives, brake shoes, wheels, reconditioning of brake valves, and system and components for the electrical equipment. This is a recurring line in the Capital Budget.

| Alameda CTC Funds |           |          |          |           |
|-------------------|-----------|----------|----------|-----------|
| Phase             | FY 15/16  | FY 16/17 | FY 17/18 | Total     |
| Scoping           |           |          |          |           |
| Environmental     |           |          |          |           |
| Design            |           |          |          |           |
| Construction      | \$292,998 |          |          | \$292,998 |
| Total             | \$292,998 |          |          | \$292,998 |

### UPRR Capital Access Fee - \$3,242,516

UPRR requires an annual access fee to be paid by all parties for use of their tracks. The Access Fee assessed for the ACE trains are based on ACE's proportional use of the tracks. Payment of the Access Fee is capitalized using federal formula grants and local funds. A new 10-year agreement was finalized in 2014 and includes the 3rd and 4th trains. Payment is due in January 2016.

| Alameda CTC Funds |             |          |          |             |
|-------------------|-------------|----------|----------|-------------|
| Phase             | FY 15/16    | FY 16/17 | FY 17/18 | Total       |
| Scoping           |             |          |          |             |
| Environmental     |             |          |          |             |
| Design            |             |          |          |             |
| Construction      | \$1,080,838 |          |          | \$1,080,838 |
| Total             | \$1,080,838 |          |          | \$1,080,838 |

### Positive train control - \$5,000,000

Positive Train Control (PTC) is a federally mandated program put into effect as part of the Rail Safety Act of 2008 and implemented through the Federal Railroad Administration rule making process on January 15, 2010. PTC is a communication-based/processor-based train control technology designed to prevent train-to-train collisions, over speed derailments, incursions into established work zone limits, and the movement of a train through a main line switch in the improper position. PTC is required on all railroad mainlines hauling hazardous material, or having regularly scheduled passenger rail service.

PTC projects include improvements to signal and communications improvements to both rail equipment and way-side track infrastructure. ACE's proportional share is approximately \$4 million. Additionally, the cost to modify the ACE locomotives and cab cars to communicate with PTC is estimated at \$2.5 million. This is a multi-year with \$5 million budgeted in fiscal year 2015/2016 of the \$6.5 million project total.

| Alameda CTC Funds |          |          |          |       |
|-------------------|----------|----------|----------|-------|
| Phase             | FY 15/16 | FY 16/17 | FY 17/18 | Total |
| Scoping           |          |          |          |       |
| Environmental     |          |          |          |       |

|              |           |  |  |           |
|--------------|-----------|--|--|-----------|
| Design       |           |  |  |           |
| Construction | \$600,000 |  |  | \$600,000 |
| Total        | \$600,000 |  |  | \$600,000 |

#### Wayside Horns (Sunol Crossings) - \$800,000:

This multi-year project is to design, engineer and install a wayside horn system at two at-grade crossings in Sunol in Alameda County. The project will decrease the noise level at the Railroad Crossing by focusing the horn noise along the roadway corridor. The total project is estimated to cost \$800,000. Because the project is tied into the Union Pacific Railroad (UPRR) signal system all the design, engineering and installation work will be completed by the UPRR. The project is estimated take one-year to complete.

| Alameda CTC Funds |           |           |          |           |
|-------------------|-----------|-----------|----------|-----------|
| Phase             | FY 15/16  | FY 16/17  | FY 17/18 | Total     |
| Scoping           |           |           |          |           |
| Environmental     |           |           |          |           |
| Design            | \$100,000 |           |          | \$100,000 |
| Construction      | \$300,000 | \$400,000 |          | \$700,000 |
| Total             | \$400,000 | \$400,000 |          | \$800,000 |

#### Alameda County Platform Project (Vasco Rd. Downtown Livermore and Pleasanton) - \$1,000,000

This multi-year project is to update the Project Estimate, Specifications and Estimates and extend the Vasco Rd. Downtown Livermore and Pleasanton Stations to extend the platforms to allow for seven cars sets to access the platforms. The project was originally designed in 2009, but due to a lack of capital funding the project remained on hold until funds could be identified to complete the construction. This project is scheduled to be updated in fiscal year 2016/2017, but may start early if funding can be secured the fiscal year 2105/2016.

| Alameda CTC Funds |           |           |          |             |
|-------------------|-----------|-----------|----------|-------------|
| Phase             | FY 15/16  | FY 16/17  | FY 17/18 | Total       |
| Scoping           |           |           |          |             |
| Environmental     |           |           |          |             |
| Design            | \$ 75,000 |           |          | \$ 75,000   |
| Construction      | \$100,000 | \$825,000 |          | \$ 925,000  |
| Total             | \$175,000 | \$825,000 |          | \$1,000,000 |

## Operating Budget Revenues Chart

### Operating Revenues for 2015/2016

|                                            | 2015/16<br>SJRRRC<br>Operating<br>Budget | 2015/16<br>ACE Service<br>Operating<br>Budget | 2015/16<br>Combined<br>SJRRRC/ACE<br>Operating<br>Budgets |  | 2015/16<br>SJJPA<br>Operating<br>Budget |
|--------------------------------------------|------------------------------------------|-----------------------------------------------|-----------------------------------------------------------|--|-----------------------------------------|
| San Joaquin County Local Measure K         | \$1,044,591                              | 2,526,703                                     | 3,571,294                                                 |  |                                         |
| Local Transportation Funds (LTF)           | -                                        | 1,994,671                                     | 1,994,671                                                 |  |                                         |
| Federal Section 5307 Funds—PM              | -                                        | 400,000                                       | 400,000                                                   |  |                                         |
| Fare Revenues                              | -                                        | 8,000,000                                     | 8,000,000                                                 |  |                                         |
| ACTC Measure B Local                       | -                                        | 2,911,000                                     | 2,911,000                                                 |  |                                         |
| Santa Clara VTA Local                      | -                                        | 3,129,259                                     | 3,125,632                                                 |  |                                         |
| Transportation for Clean Air (TFCA)        | -                                        | 44,400                                        | 44,400                                                    |  |                                         |
| SJCOG—State Transit Assistance (STA) Funds | -                                        | 602,908                                       | 602,908                                                   |  |                                         |
| MTC—STA Funds                              | -                                        | 292,998                                       | 292,998                                                   |  |                                         |
| ACTC Measure B Local (Admin fee)           | -                                        | 30,000                                        | 30,000                                                    |  |                                         |
| Employer Shuttle Contributions             | -                                        | 4,800                                         | 4,800                                                     |  |                                         |
| Amtrak Thruway Service                     | -                                        | 75,000                                        | 75,000                                                    |  |                                         |
| Special Trains                             | -                                        | 297,970                                       | 297,970                                                   |  |                                         |
| High Speed Rail                            | -                                        | 150,000                                       | 150,000                                                   |  |                                         |
| State Intercity Rail Funds                 |                                          |                                               |                                                           |  | 46,231,324                              |
| FEMA Security                              | -                                        | 147,000                                       | 147,000                                                   |  |                                         |
| <b>TOTAL OPERATING REVENUES</b>            | <b>\$1,044,591</b>                       | <b>\$20,606,709</b>                           | <b>\$21,656,300</b>                                       |  | <b>\$46,231,324</b>                     |



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# Memorandum

6.10

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

|                        |                                                                                                                                                                                                 |
|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>DATE:</b>           | June 18, 2015                                                                                                                                                                                   |
| <b>SUBJECT:</b>        | Castro Valley Local Area Traffic Circulation Improvements Project (PN 509.0, ACTA No. MB241): Project Funding Agreement with Alameda County                                                     |
| <b>RECOMMENDATION:</b> | Approve and authorize the Executive Director to execute a Project Specific Funding Agreement with Alameda County for a not-to-exceed amount of \$1,000,000 for the design phase of the project. |

## Summary

The Alameda County Public Works Agency (ACPWA) is the project sponsor of the Castro Valley Local Area Traffic Circulation Improvement Project (PN 509.0, ACTA No. MB241), a capital project from the 1986 Measure B Expenditure Plan (as amended). The project consists of identifying and implementing improvements intended to improve local area circulation in and around the Baywood area of Castro Valley (unincorporated Alameda County).

As a result of major improvements to the I-238 corridor and the I-580/Redwood Road interchange in Castro Valley, ACPWA prepared an updated circulation study to reflect the altered travel and circulation patterns in the area. The updated study was submitted to Caltrans and subsequently approved on April 20, 2015. With this approval, ACPWA is ready to move forward with the design phase of the project.

The Project Funding Agreement would provide up to \$1,000,000 of Measure B funds for ACPWA to procure a consultant for the design phase of the project, with a scheduled delivery date of fall 2017. A copy of ACPWA's request is attached.

## Background

The Castro Valley Local Area Traffic Circulation Improvement Project (PN 509.0, ACTA No. MB241) is one of the three (3) capital projects from the 1986 Measure B Expenditure Plan (as amended) with remaining commitments of 1986 Measure B capital projects funding. The project consists of identifying and implementing improvements intended to improve local area circulation in and around the Baywood area of Castro Valley (unincorporated Alameda County). The Baywood area in Castro Valley is bounded by Castro Valley Boulevard, "A" Street and Foothill Boulevard.

The ACPWA is the project sponsor and conducted a circulation study in 2009 to identify potential improvements to be funded by the 1986 Measure B capital projects funding. Since

the circulation study in 2009, major improvements to the I-238 corridor and the I-580/Redwood Road interchange in Castro Valley have been constructed. These improvements have altered the travel and circulation patterns in the area, and have necessitated an update to the circulation study. ACPWA completed and received approval from Caltrans for the updated circulation study on April 20, 2015 and is ready to move forward with the design of a roadway extension that links Strobridge Avenue I-580 WB off ramp to Castro Valley Boulevard.

The project information submitted by ACPWA has been reviewed to ensure the reasonableness of the proposed design phase scope, cost, and schedule components. The proposed agreement would allow eligible costs by the ACPWA to be requested for reimbursement as of April 20, 2015, reflective of Caltrans' approval of the updated circulation study for the project.

The recommended encumbrance will increase the total amount encumbered for this project to \$1,278,155. Table 1 below summarizes the total 1986 Measure B commitment to the Castro Valley Local Area Traffic Circulation Improvement Project and the remaining un-encumbered balance of \$3,721,845.

| <b>Table 1: Summary of 1986 Measure B Commitment for the Castro Valley Local Area Traffic Circulation Improvement Project (ACTA No. MB241)</b> |                          |                                    |
|------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|------------------------------------|
| <b>Description</b>                                                                                                                             | <b>Encumbered Amount</b> | <b>Remaining Measure B Balance</b> |
| Total Measure B Commitment                                                                                                                     | NA                       | \$ 5,000,000                       |
| Previously Encumbered Amount (A07-0002)                                                                                                        | \$ 278,155               | \$ 4,721,845                       |
| Recommended Encumbrance (This Agenda Item)                                                                                                     | \$ 1,000,000             | \$ 3,721,845                       |
| <b>Remaining Measure B Un-Encumbered Balance</b>                                                                                               |                          | <b>\$ 3,721,845</b>                |

**Fiscal Impact:** The recommended action will authorize expenditure of \$1,000,000 of 1986 Measure B capital projects funding. This encumbrance amount has been included in the Alameda CTC FY2015-2016 Operating and Capital Program Budget.

#### **Attachments:**

A. ACPWA Request Letter

#### **Staff Contact**

[Raj Murthy](#), Project Controls Team

[Trinity Nguyen](#), Sr. Transportation Engineer



May 26, 2015

Trinity Nguyen  
Project Manager  
Alameda County Transportation Commission  
1111 Broadway, Suite 800  
Oakland, CA 94607

Dear Trinity:

Subject: **Castro Valley Local area Traffic Circulation Improvement**  
**APN 509.0 (ACTA MB241)**  
**Funding Allocation Request**

The Alameda County Public Works Agency requests the allocation of \$1.0M from APN 509.0 (ACTA MB241) for the design phase of the Strobbridge Avenue Extension project.

The Strobbridge Avenue Extension project (as shown in Exhibit A) will address traffic impacts associated with the elimination of the Hayward Bypass Project. This project includes the construction of a new roadway to connect I-580 WB off-ramp with Castro Valley Boulevard along with other traffic circulation improvements.

We recently completed the traffic circulation study for the Castro Valley area. The study included traffic information requested by Caltrans to assess the impacts to the I-580 as a result of the Strobbridge Avenue extension project. We obtained Caltrans approval of the traffic study on April 20, 2015 and are now proceeding with the design of the project. We estimate that the design phase will take 24 months to complete.

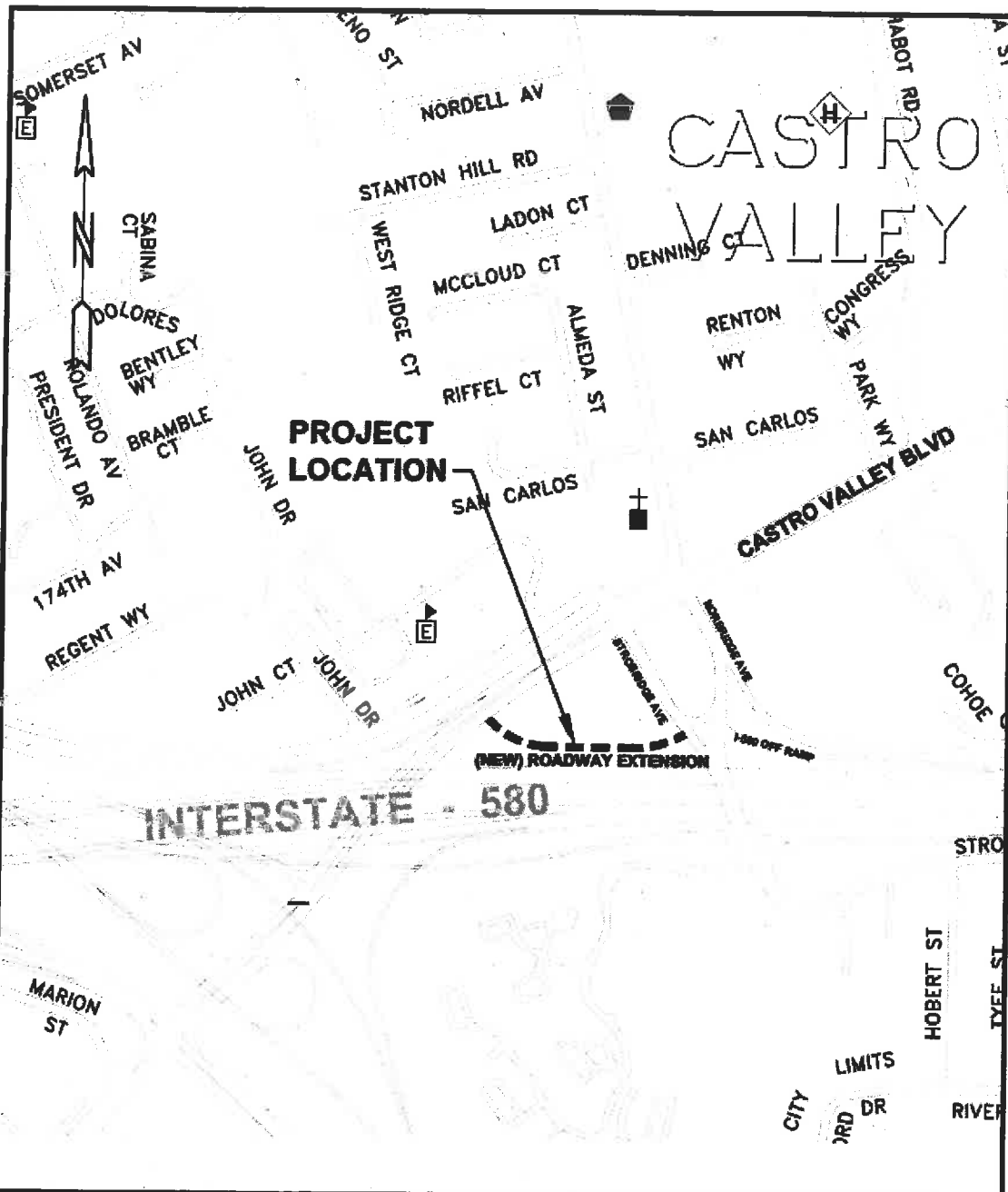
If you have any questions or need additional information, please contact Bond Ng at (510) 670-5785 or Ruben Izon at (510) 670-5827.

Sincerely,

Arthur G. Carrera  
Principal Civil/Traffic Engineer

Enclosure

N:\C3D\ROAD\Strobridge Ave Extension\Location Map-Strobridge Ave Ext.dwg 4-28-15 08:03:21 AM bend



COUNTY OF ALAMEDA ★ PUBLIC WORKS AGENCY

**THE STROBRIDGE AVENUE EXTENSION  
FROM CASTRO VALLEY BLVD TO STROBRIDGE AVENUE  
CASTRO VALLEY, ALAMEDA COUNTY**

**LOCATION MAP**

| DRAWN | CHECKED | DATE      | SCALE | FILE NO. | SHEET NO. |
|-------|---------|-----------|-------|----------|-----------|
| BN    | --      | 4/23/2015 | NTS   | -        | L-1       |



# Memorandum

6.11

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** June 18, 2015

**SUBJECT:** I-80 Integrated Corridor Mobility Project (PN 791.1-6): Contract Amendment (Agreement No. A10-0008) with S&C Engineers

**RECOMMENDATION:** Approve and authorize the Executive Director to execute Amendment No. 3 to the Professional Services Agreement No. A10-0008 with S&C Engineers for an additional not-to-exceed amount of \$100,000 for a total not-to-exceed amount of \$1,990,750 and for additional time as required by the project schedule.

## Summary

The I-80 Integrated Corridor Mobility (ICM) Project will reduce congestion and delays in the 22-mile I-80 corridor and San Pablo Avenue from Emeryville to the Carquinez Bridge through the deployment of intelligent transportation system (ITS) and transportation operation system (TOS), without physically adding capacity through widening of the corridor. This \$93 million project is funded with the Statewide Proposition 1B bond funds (\$76.7 million), and a combination of funding from Alameda and Contra Costa counties sales tax programs, as well as federal and other local and regional funds. The I-80 ICM Project has been divided into seven sub-projects as follows:

- Project #1: Software & Systems Integration
- Project #2: Specialty Material Procurement
- Project #3: Traffic Operations Systems
- Project #4: Adaptive Ramp Metering
- Project #5: Active Traffic Management
- Project #6: San Pablo Corridor Arterial and Transit Improvement Project
- Project #7: Richmond Parkway Transit Center

Under an agreement with Caltrans, the Alameda CTC is responsible for the construction administration and management of Projects 1, 2, 3, and 6. During the course of construction, several unforeseen issues arose that have caused a delay in the completion of the project thus requiring additional construction management services for a longer period of time than originally anticipated. Construction issues include problems encountered with the functionality of signs installed on the San Pablo Corridor Arterial and Transit Improvement Project which required troubleshooting and repairs, and longer than anticipated

construction of the Active Traffic Management which requires support from the Specialty Material Procurement project. The costs associated with the required additional construction management services to complete the project exceeds the current construction support budget.

In order to complete the projects, it is estimated that an additional \$100,000 will be required to fund the construction support costs.

## **Background**

The I-80 ICM Project will reduce congestion and delays in the 22-mile I-80 corridor and San Pablo Avenue from Emeryville to the Carquinez Bridge through the deployment of ITS and TOS, without physically adding capacity through widening of the corridor. The status of the seven sub projects are as follows:

- Project #1: Software & Systems Integration – on going. Software development is complete and system testing is underway.
- Project #2: Specialty Material Procurement – substantially complete. Continuing to provide technical support to Project #5.
- Project #3: Traffic Operations Systems - complete
- Project #4: Adaptive Ramp Metering - complete
- Project #5: Active Traffic Management - on going. This Caltrans administered project is estimated to be complete June 30, 2015.
- Project #6: San Pablo Corridor Arterial and Transit Improvement Project – substantially complete. Providing on-going support during subsystem testing.
- Project #7: Richmond Parkway Transit Center - inactive

During the course of construction, various unforeseen issues have delayed completion of the projects including: issues with the functionality of signs on Project #6 encountered during subsystem testing which required troubleshooting and repairs, and longer than anticipated construction for Project #5 which requires technical support for the materials supplied under Project #2.

Alameda CTC is responsible for the construction administration and management of Projects 1, 2, 3, and 6. S&C Engineers, Inc. is providing the construction management services for Projects 2, 3 and 6. Due to the unanticipated delays, additional construction management services in the amount of \$100,000 and a contract time extension of 6 months to June 30, 2016 is needed in order to complete the project.

There is currently budget in the project to cover the additional construction management cost.

**TABLE A: Agreement No. A10-0008 Contract Summary**

| <b>Contract Status</b>                                                                      | <b>Work Description</b>                                                                                       | <b>Value</b> | <b>Total Contract Not-to-Exceed Value</b> |
|---------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------|--------------|-------------------------------------------|
| Original Professional Services Agreement with S&C Engineers (A10-0008)<br><i>March 2011</i> | Construction Management Services for I80 ICM Project                                                          | \$1,890,750  | \$1,890,750                               |
| Amendment No. 1<br><i>December 2013</i>                                                     | Provide a 12 month time extension to December 31, 2014                                                        | \$0          | \$1,890,750                               |
| Amendment No. 2<br><i>December 2014</i>                                                     | Provide a 12 month time extension to December 31, 2015                                                        | \$0          | \$1,890,750                               |
| <i>Proposed</i><br>Amendment No. 3<br>June 2015<br><i>(This Item)</i>                       | Provide additional budget and 6 month time extension to June 30, 2016 to complete construction of the project | \$100,000    | \$1,990,750                               |
| <b>Total Amended Contract Not-to-Exceed Amount</b>                                          |                                                                                                               |              | <b>\$1,990,750</b>                        |

**Fiscal Impact:** The recommended action will authorize existing project funds to be used for additional construction management services. This encumbrance amount has been included in the Alameda CTC Adopted FY2014-2015 Operating and Capital Program Budget.

**Staff Contact**

[Raj Murthy](#), Project Controls Team

[Connie Fremier](#), Project Controls Team

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# Memorandum

6.12

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** June 18, 2015

**SUBJECT:** East Bay Greenway (Coliseum BART to 85<sup>th</sup> Avenue) Project (PN 635.1): Contract Amendment (Agreement No. A13-0020) with Ghirardelli and Associates

**RECOMMENDATION:** Approve and authorize the Executive Director to execute Amendment No. 3 to the Professional Services Agreement No. A13-0020 with Ghirardelli and Associates for an additional not-to-exceed amount of \$180,000 for a total not-to-exceed amount of \$840,000 and additional time as required to complete construction of the project.

## Summary

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

During the course of construction, several unforeseen issues arose that have caused a delay in the completion of the project. Issues include revisions to the lighting and signal plans which delayed the procurement of lighting and signal material by several months, contaminated material that required special handling and disposal at a Class I facility, and buried man-made objects encountered during installation of signal foundations. As a result of the delays, the project completion date has been extended by 110 days and construction management services are needed for a longer period of time than originally anticipated. In addition, the construction management team is needed for additional work associated with claims analysis and project closeout. The costs associated with the required additional construction management exceeds the current construction support budget. In order to complete the project, it is estimated that an additional \$180,000 will be required to fund the construction support costs.

## Background

The East Bay Greenway – Segment 7A project is a half-mile segment of the East Bay Greenway Trail and is located between 75<sup>th</sup> and 85<sup>th</sup> Avenues, adjacent to San Leandro Street and beneath the aerial BART tracks in the City of Oakland. The project started construction in October 2013 and is currently in construction. The project is approximately 80

percent complete and remaining work as of the writing of this memorandum includes paving, installation of decorative fence, striping and punch list work.

During the course of construction, various unforeseen issues have delayed completion of the project including: revisions to the lighting and signal plans which delayed the procurement of lighting and signal material by several months; contaminated material that required special handling and disposal at a Class I facility; and buried man-made objects encountered during installation of signal foundations. As a result of the delays, the project completion date has been extended 110 days. In addition, the contractor has been slow in completing the work and time on the project has expired. Both the unforeseen project and contractor delays have resulted in higher than anticipated construction management costs to complete the project. In addition, the contractor has filed a notice of potential claim for compensation for home office overhead and additional effort will be required by the construction management team to analyze and negotiate a settlement.

In order to complete the project, it is estimated that an additional \$180,000 is needed to address the impacts associated with the delays including increased construction management costs and anticipated settlement of notice of potential claim with the contractor. The notice of potential claim with the contractor will be negotiated and settled at project close-out. There is currently budget in the project to cover the additional construction management cost. Table A provides a summary of Agreement No. A13-0020 with Ghirardelli and Associates:

| <b><u>TABLE A: Agreement No. A13-0020 Contract Summary</u></b>                               |                                                                                                                                          |              |                                           |
|----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|--------------|-------------------------------------------|
| <b>Contract Status</b>                                                                       | <b>Work Description</b>                                                                                                                  | <b>Value</b> | <b>Total Contract Not-to-Exceed Value</b> |
| Original Professional Services Agreement with Ghirardelli (A13-0020)<br><i>November 2012</i> | Construction Management Services I-580 San Leandro Soundwall and East Bay Greenway Segment 7A                                            | \$255,800    | \$255,800                                 |
| Amendment No. 1<br><i>July 2014</i>                                                          | Provide additional budget and a 9 month time extension<br>December 31, 2014                                                              | \$280,000    | \$535,800                                 |
| Amendment No. 2<br><i>December 2014</i>                                                      | Provide additional budget and a 6 month time extension<br>to June 30, 2015                                                               | \$125,000    | \$660,800                                 |
| <i>Proposed</i><br>Amendment No. 3<br>May 2015<br><i>(This Item)</i>                         | Provide additional budget and 6 month time extension<br>to December 31, 2015 to<br>complete construction of East<br>Bay Greenway project | \$180,000    | \$840,800                                 |
| <b>Total Amended Contract Not-to-Exceed Amount</b>                                           |                                                                                                                                          |              | <b>\$840,800</b>                          |

**Fiscal Impact:** The recommended action will authorize existing project funds to be used for additional construction management services. This encumbrance amount has been included in the Alameda CTC Adopted FY2014-2015 Capital Program Budget.

**Staff Contact**

[Raj Murthy](#), Project Controls Team

[Connie Fremier](#), Project Controls Team

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# Memorandum

6.13

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** June 18, 2015

**SUBJECT:** Administrative Amendments to Various Project Agreements

**RECOMMENDATION:** Authorize the Executive Director to execute administrative amendments to various project agreements in support of the Alameda CTC's Capital Projects and Program delivery commitments.

## Summary

Alameda CTC enters into agreements/contracts with consultants and local, regional, state, and federal entities, as required, to provide the services, or to reimburse project expenditures incurred by project sponsors, necessary to meet the Capital Projects and Program delivery commitments. Agreements are entered into based upon estimated known project needs for scope, cost, and schedule.

The administrative amendment requests shown in Table A have been reviewed and it has been determined that the requests will not compromise the project deliverables.

Staff recommends the approval of the administrative amendments requests listed in Table A.

## Background

Amendments are considered "administrative" if they do not result in an increase to the existing allocation authority approved for use by a specific entity for a specific project. Examples of administrative amendments include time extensions and project task/phase budget realignments which do not require additional commitment beyond the total amount currently encumbered in the agreement, or beyond the cumulative total amount encumbered in multiple agreements (for cases involving multiple agreements for a given project or program).

Agreements are entered into based upon estimated known project needs for scope, cost, and schedule. Throughout the life of a project, situations may arise that warrant the need for a time extension or a realignment of project phase/task budgets.

The most common justifications for a time extension include (1) project delays and (2) extended project closeout activities.

The most common justifications for project task/phase budget realignments include 1) movement of funds to comply with timely use of funds provisions; 2) addition of newly obtained project funding; and 3) shifting unused phase balances to other phases for the same project.

Requests are evaluated to ensure that the associated project deliverable(s) are not compromised. The administrative amendment requests identified in Table A have been evaluated and are recommended for approval.

There is no Levine Act conflict.

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

### **Attachments**

A. Table A: Administrative Amendment Summary

### **Staff Contact**

[Raj Murthy](#), Project Controls Team

[Trinity Nguyen](#), Sr. Transportation Engineer

| <b>Index No.</b> | <b>Firm/Agency</b> | <b>Project/Services</b>                  | <b>Agreement No.</b> | <b>Request</b>           | <b>Reason Code</b> | <b>Fiscal Impact</b> |
|------------------|--------------------|------------------------------------------|----------------------|--------------------------|--------------------|----------------------|
| 1                | CDM Smith          | I-680 Southbound Express Lane            | A04-007              | One-year time extension. | 2                  | None                 |
| 2                | BART               | I-580 Corridor/BART to Livermore Studies | A08-0048             | One-year time extension. | 1                  | None                 |

- (1) Project delays.
- (2) Extended project closeout activities.
- (3) Movement of funds to comply with timely use of funds provisions.
- (4) Addition of newly obtained project funding.
- (5) Unused phase balances to other project phase(s).

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# Memorandum

6.14

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** June 18, 2015

**SUBJECT:** I-880 to Mission Boulevard East-West Connector Project (PN 505.0):  
Contract Amendment (Agreement No. A07-0001) with TY Lin International

**RECOMMENDATION:** Authorize the Executive Director to finalize negotiations and execute Amendment No. 2 to the Professional Services Agreement No. A07-0001 with TY Lin International for an amount up to \$4,500,000 resulting in a total not-to-exceed amount of \$20,357,490 and additional time as required to complete final design of the project.

## Summary

The East-West Connector project in Fremont and Union City is a major arterial project in the original 1986 Measure B capital program and is currently funded with \$88,871,000 of 1986 Measure B funds. The project proposes to construct an improved east-west connection between I-880 and Route 238 (Mission Boulevard) and is a combination of new roadway, improvements to existing roadways and improvements to intersections along Decoto Road, Fremont Boulevard, Paseo Padre Parkway, Alvarado-Niles Road and Route 238 (Mission Boulevard).

In June 2007, the Alameda County Transportation Authority (ACTA) approved the original professional services agreement (A07-0001) for preliminary engineering and environmental studies and final design services with TY Lin in the amount of \$5,357,490, with an option to execute an amendment with TY Lin for final design and right-of-way acquisition services at the satisfactory completion of the environmental document. The final environmental document was completed and certified by ACTA on June 25, 2009 and in October 2009. Subsequently, ACTA approved Amendment No. 1 to the agreement with TY Lin to complete final design and right-of-way acquisition activities for the project.

## Background

In April 2007, ACTA approved the selection of TY Lin International as the top-ranked firm resulting from a Request for Proposal (RFP) to provide project development services for the East-West Connector Project in North Fremont and Union City (RFP ACTA 07-01).

ACTA awarded the contract for \$5,357,490 to complete the necessary state-level (California Environmental Quality Act, or CEQA) environmental approval for the project; including environmental technical studies along with preliminary engineering to support

the studies. The work also included coordination with a number of stakeholder agencies with review and approval authority for various elements of the project such as the resource agencies, the cities of Fremont and Union City, Union Pacific Railroad, BART, and Caltrans (for the portions of the project within the State Highway right-of-way at the Mission Boulevard end which is Route 238).

The original RFP was structured such that the agency was able to execute on an optional amendment with TY Lin to provide the final design services required after environmental approval to prepare the plans, specifications and estimate (PS&E).

In October 2009, ACTA authorized the amendment of the existing contract for final design and right-of-way acquisition services for an amount of \$10,500,000 bringing the total agreement amount to \$15,857,490.

In May 2012, facing a significant funding shortfall for the construction of the project, Alameda CTC suspended the project development process and put TY Lin's contract and the project on hold. With the passage of 2014 Measure BB TEP, the project has a potential for future funding to bridge the shortfall. With this potential, Alameda CTC can now complete the final design and right-of-way process utilizing the funds available from previously allocated 1986 Measure B funds. The project stakeholder cities of Union City and Fremont are supporting completion of the project development process.

Alameda CTC requested TY Lin International to submit a cost proposal to restart the project and advance it through the final design phase, completing final engineering, preparing contract documents and executing all agreement and permits required to facilitate start of construction for the project.

Following review of the proposal from TY Lin International and preliminary negotiations, staff recommends authorizing the Executive Director to finalize negotiations and execute Amendment No. 2 to the Professional Services Agreement No. A07-0001 with TY Lin International for an amount up to \$4,500,000 resulting in a total not-to-exceed amount of \$20,357,490 and additional time as required to complete final design of the project.

Staff recommends an amendment in-lieu-of a new RFP for the following reasons:

- **Schedule:** The typical consultant selection process adds six additional months to the overall project schedule and defers the start date for construction. A contract amendment can be finalized within one month.
- **Cost Escalation:** A contract amendment constrains construction cost escalation to a very short window in comparison to a selection process. Construction cost escalation is typically estimated at 3% to 5% per year, and if the selection process were used would accrue over six months to add an estimated additional project cost of \$2,250,000 or more (3% x 0.5 years x \$150,000,000 construction cost).
- **Relationships:** A substantial amount of engineering has been performed within the existing contract to provide resource agencies with more defined plans and to provide change-control on the design approach. The continuation of project

relationships with resource agencies and project partners are critical to the ongoing success of the project.

- **Continuity:** A new team would not be able to maximize schedule goals for project delivery, as there would be time lost in re-establishing project relationships, learning curve, and transitioning work products from the previous team. Each month saved on the delivery timeline saves the project additional construction escalation.
- **Reasonability and Cost Effectiveness:** Typically, project development fees for preliminary engineering, environmental clearance, final design and right-of-way acquisition services are estimated at 15% to 20% of the construction cost, or about \$22,000,000 to \$30,000,000 in this case. The agreement, if amended as proposed, would provide these services to the project at a total cost of under \$21,000,000. It is anticipated that this figure would be substantially greater if currently needed project services are procured separately, as a new team would have to price in a learning curve and transition time that the current team does not.
- **Local Business Contract Equity Program (LBCE):** The current consultant has exceeded the Authority's LBCE participation goals on all work performed to date, and the proposed amendment continues this level of commitment.

A summary of the contract actions to Agreement A07-0001 to date is outlined below in Table A.

| <b>Table A: Summary of Agreement No. A07-0001 with TY Lin</b>                                     |                                                                                                                            |               |                                           |
|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|---------------|-------------------------------------------|
| <b>Contract Status</b>                                                                            | <b>Work Description</b>                                                                                                    | <b>Value</b>  | <b>Total Contract Not-to-Exceed Value</b> |
| Professional Services Agreement (PSA) with TY Lin International (A07-0001) executed June 28, 2007 | Preliminary Engineering and Environmental Technical Studies to complete Project Approval and Environmental Document (CEQA) | NA            | \$5,357,490                               |
| Amendment No. 1<br>October 22, 2009                                                               | Final Design Services – Prepare Plans, Specifications and Estimate (PS&E)                                                  | \$ 10,500,000 | \$ 15,857,490                             |
| <b>Proposed</b><br>Amendment No. 2<br>(This Agenda Item)                                          | Completion of Final Design Right-of-Way Services                                                                           | \$ 4,500,000  | \$20,357,490                              |
| <b>Total Amended Contract Not-to-Exceed Amount</b>                                                |                                                                                                                            |               | <b>\$ 20,357,490</b>                      |

The project is currently funded with \$88,871,000 of 1986 Measure B funds. The project financial plan also identifies additional funding sources for the construction phase, including \$12,000,000 in 2008 State Transportation Improvement Program funding and \$11,500,000 in local funds.

**Fiscal Impact:** The fiscal impact of approving this item is \$4,500,000. The action will authorize the additional encumbrance of project funding for subsequent expenditure. This budget is included in the appropriate project funding plans and has been included in the Alameda CTC Adopted FY 2015-2016 Operating and Capital Program Budget.

#### **Staff Contact**

[Raj Murthy](#), Project Controls Team

[David Caneer](#), Project Controls Team



# Memorandum

6.15

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** June 18, 2015

**SUBJECT:** Alameda CTC Proposed Consolidated Budget and Overall Work Program for FY2015-16

**RECOMMENDATION:** Approve the Alameda CTC proposed consolidated budget for FY2015-16 and receive the Overall Work Program for FY2015-16.

## Summary

### FY2015-16 Consolidated Budget

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 activities for the I-580 Express Lanes.

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.

#### Overall Work Program for FY2015-16

The purpose of the Overall Work Program for FY2015-16 (FY2015-16 OWP) is to provide the Commission with information of all major transportation planning, programming and project activities that will be accomplished during FY2015-16. The FY2015-16 OWP details specific work activities and identifies the agency's budgetary and staffing resource requirements to deliver the annual program. It also serves as a communications document to keep the Commission informed of all staff activities, major deliverables and significant milestones.

The FY2015-16 OWP details the development of the budget and the proposed budget authority requested therein, including budget needs related to work activities expected to be completed by each Alameda CTC work team during FY2015-16. The FY2015-16 budget needs, which ties directly into the FY2015-16 Proposed Budget, are provided alongside the prior fiscal year's adopted budget in the FY2015-16 OWP for comparative purposes.

#### **Background**

The proposed budget for FY2015-16 was developed concurrently with the FY2015-16 Overall Work Program for the Alameda CTC. Both documents focus 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.

The FY2015-16 OWP provides details of expenditures and revenues by category in the budget for each of the four Alameda CTC work teams—the Planning and Policy Team,

Programming and Programs Team, Finance and Administration Team and Capital Projects Team—which is further broken out by categories including salaries and benefits, management and support contract services and other costs. In addition, it provides an overview of staffing levels by Alameda CTC work team and the changes from the prior fiscal year. Graphs within the FY2015-16 OWP help to illustrate the organizational structure by function and at the staffing level, the comprehensive investment planning process, revenues by source, expenditures by category, and sales tax Measures B and BB and Vehicle Registration Fee fund allocations. The detailed information is designed to give the reader a transparent view of the responsibilities and activities of the Alameda CTC, the level of resources necessary to accomplish these activities, and demonstrate that the Alameda CTC is a good steward of public funds for Alameda County.

It is expected that current staffing levels and resources should be adequate to accomplish the detailed work activities for FY2015-16, although it will require all staff to be prudent of available funding throughout the year. Unanticipated tasks or any new major activities 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, or consider deferring the work activity to the following fiscal year.

#### 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
- G. [Alameda CTC Proposed Overall Work Program for FY2015-16 \(hyperlinked to the web\)](#)

## Staff Contact

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

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

**Alameda County Transportation Commission  
FY2015-16 Proposed Budget**

|                                                            | <b>General<br/>Funds</b> | <b>Enterprise<br/>Fund</b> | <b>Special<br/>Revenue<br/>Funds</b> | <b>Exchange<br/>Fund</b> | <b>Debt Service<br/>Fund</b> | <b>Capital<br/>Project<br/>Funds</b> | <b>Inter-Agency<br/>Adjustments/<br/>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<br>FY 2014-15<br>Rollover to<br>FY 2015-16 | Proposed<br>FY 2015-16<br>Capital Budget | Proposed<br>FY 2015-16<br>Capital Budget<br>w/ Estimated<br>Rollover | Total<br>Local<br>Funding<br>Sources | Total<br>Regional<br>Funding<br>Sources | Total<br>State<br>Funding<br>Sources | Total<br>Federal<br>Funding<br>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 Enviromental 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                              | -                                       | -                                    | -                                      |
|                                                           |            | <u>\$ 52,126,974</u>                                 | <u>\$ 22,614,470</u>                     | <u>\$ 74,741,444</u>                                                 | <u>\$ 53,573,132</u>                 | <u>\$ 2,869,361</u>                     | <u>\$ 15,601,953</u>                 | <u>\$ 2,696,997</u>                    |

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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<br>FY 2014-15<br>Rollover to<br>FY 2015-16 |  | Proposed<br>FY 2015-16<br>Capital Budget | Proposed<br>FY 2015-16<br>Capital Budget<br>w/ Estimated<br>Rollover | Total<br>Local<br>Funding<br>Sources | Total<br>Regional<br>Funding<br>Sources | Total<br>State<br>Funding<br>Sources | Total<br>Federal<br>Funding<br>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<br>FY 2014-15<br>Rollover to<br>FY 2015-16 | Proposed<br>FY 2015-16<br>Capital Budget | Proposed<br>FY 2015-16<br>Capital Budget<br>w/ Estimated<br>Rollover | Total<br>Local<br>Funding<br>Sources | Total<br>Regional<br>Funding<br>Sources | Total<br>State<br>Funding<br>Sources | Total<br>Federal<br>Funding<br>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**

6.15E

|                                                                         |           | (A) - (B) = (C)                                      | (D)                                      | (C) + (D) = (E)                                                      |
|-------------------------------------------------------------------------|-----------|------------------------------------------------------|------------------------------------------|----------------------------------------------------------------------|
| Project Name                                                            | Project # | Estimated<br>FY 2014-15<br>Rollover to<br>FY 2015-16 | Proposed<br>FY 2015-16<br>Capital Budget | Proposed<br>FY 2015-16<br>Capital Budget<br>w/ Estimated<br>Rollover |
| 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 |
|                                              | <hr/>            |                   |   |
| 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 |
|                                              | <hr/>            |                   |   |
| 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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# Memorandum

6.16

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** June 18, 2015

**SUBJECT:** Alameda CTC Advisory Committee Bylaws

**RECOMMENDATION:** There is no recommendation. This item will be revisited in September.

## Summary

The Alameda County Transportation Commission (Alameda CTC) has four advisory committees with separate bylaws that guide their roles, structure, responsibilities, and actions: the Alameda County Technical Advisory Committee (ACTAC), the Bicycle and Pedestrian Advisory Committee (BPAC), the Independent Watchdog Committee formerly known as the Citizens Watchdog Committee (CWC), and the Paratransit Advisory and Planning Committee (PAPCO). Although the Finance and Administration Committee has unanimously recommended approval of this item, staff is postponing the presentation of this item to the Commission due to discussions at the advisory committee level, in order to allow the advisory committees more time to review and comment on the proposed bylaws. Per the adopted Commission Administrative Code, staff will recommend the Commission approve the final advisory committee bylaws and, as applicable, appointment forms for ACTAC, BPAC, IWC/CWC, and PAPCO which are expected to be brought to the Commission for approval in September.

Before approving the advisory committee bylaws, the Finance and Administration Committee (FAC) made a request to update the bylaws to modify the last sentence of article 5.3 for all bylaws which originally read as follows, "Items may be discussed and information may be distributed on any item even if a quorum is not present." The FAC requested that the following be added to the end of the sentence: "... however, no action can be taken, until the committee achieves a quorum." Staff has incorporated this change into each of the bylaws.

## Background

The following technical and community advisory committees provide input to Alameda CTC on the transportation needs and challenges in Alameda County. CWC and PAPCO are specifically listed in the 2000 Transportation Expenditure Plan and have been active since 2002. CWC continues under a new name, the Independent Watchdog Committee (IWC), in the 2014 Transportation Expenditure Plan, and the composition is the same as the CWC.

ACTAC, BPAC and PAPCO are also included in the 2014 Transportation Expenditure Plan with no changes from the 2000 Transportation Expenditure Plan.

### ***Alameda County Technical Advisory Committee***

ACTAC is a technical advisory committee that provides technical expertise, analysis, and recommendations related to transportation planning, programming, and funding. The Committee advises the Commission on major policy and technical issues related to Alameda CTC projects and programs. ACTAC is made up of representatives from Alameda County jurisdictions, transit agencies, and Alameda CTC partner agencies.

### ***Bicycle and Pedestrian Advisory Committee***

BPAC is an 11-member community advisory committee that involves interested community members in Alameda CTC's policy, planning, and implementation efforts related to bicycling and walking to increase the safety and convenience of walking and bicycling conditions in Alameda County. BPAC is made up of residents of Alameda County with a variety of interests in bicycling and walking needs, including the needs of seniors and children.

### ***Independent Watchdog Committee***

IWC, formerly known as the CWC, is a 17-member community advisory committee that reports directly to the public and is charged with reviewing all Measure B expenditures and Measure BB expenditures of Alameda CTC, as appropriate. The composition of the IWC is listed in the 2000 and 2014 Transportation Expenditure Plans. The members are Alameda County residents who are not elected officials at any level of government, nor individuals in a position to benefit personally in any way from the transportation sales tax.

### ***Paratransit Advisory and Planning Committee***

PAPCO is a 23-member community advisory committee that meets to address and provide recommendations to the Commission on funding, planning, and coordination issues regarding paratransit services in Alameda County. PAPCO is made up of Alameda County residents who are eligible users of any transportation service available to seniors and people with disabilities in Alameda County.

### **Approval of Bylaws for ACTAC, BPAC, IWC/CWC, and PAPCO**

Alameda CTC has modified the advisory committees' bylaws to incorporate information about the 2014 Transportation Expenditure Plan and to maintain structure and standardization, where applicable.

Per the Commission's Administrative Code, approval of the bylaws for these committees rests with the Commission. Approval of the bylaws formalizes the roles, structure, function

and procedures for committee operations. Once approved by the Commission, the advisory committee bylaws will be effective as of July 1, 2015.

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

**Staff Contact**

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

[Patricia Reavey](#), Deputy Director of Finance

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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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# Citizens Watchdog Committee Meeting Minutes Monday, March 9, 2015, 6:30 p.m.

7.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

## 1. Welcome and Call to Order

CWC Chair James Paxson called the meeting to order at 6:30 p.m. The meeting began with introductions, and the chair confirmed a quorum. All CWC members were present, except the following: Miriam Hawley, Brian Lester, Deborah Taylor, Robert Tucknott, and Hale Zukas. James welcomed new members Murphy McCalley, Glenn Naté, and Pat Piras.

Robert Tucknott arrived during item 4.

## 2. Public Comment

There were no public comments.

## 3. CWC Meeting Minutes

### 3.1. Approval of January 12, 2015 CWC Meeting Minutes

*Steve Jones moved to approve the minutes. Harriette Saunders seconded the motion. The motion passed 9-0 with one abstention, Pat Piras (Miriam Hawley, Brian Lester, Deborah Taylor, Robert Tucknott, and Hale Zukas were absent).*

## 4. Program Compliance Summary Report to CWC

John Nguyen gave an update on the Direct Local Distribution Program Compliance Review process and preliminary Summary Report. He stated that CWC members and Alameda CTC staff reviewed the Compliance Reports and Audited Financial Statements submitted by the jurisdictions. The comments were consolidated and forwarded to the jurisdictions. The majority of comments were focused on effectiveness of the jurisdictions' plan and fund balances. Responses to the comments from the agencies are in Attachment 4A.

Questions/feedback from members:

- Is there a limit on how large a fund balance jurisdictions can carry forward? John said there is no limitation; however, timely use of funds requirements encourage agencies to spend down the fund balances.
- Did staff find any agencies that had a problem? John said all agencies received comments ranging from inquiries on unspent fund balances, revenues and expenditures reported, and the effectiveness of their implementation plans. The agencies responded as shown in Attachment 4a. Revisions are still pending for some agencies who are finalizing requested modifications to their reports.
- Will staff bring back a report to the CWC once the follow up is done with the outstanding agencies? Yes, staff will bring the Programs Compliance Summary Report back to the CWC in June that will be consistent with the final compliance reports and audited financial statements.
- Some of the agencies have ending balances that are larger than their beginning balance. John said the agencies' expenditures did not exceed the incoming revenue.

- What did Alameda CTC do about road miles versus whatever else the agencies were showing on their report? John said that comment was received late, and staff was not able to get that comment to the jurisdictions for a response. John is talking to the jurisdictions to clarify that number, so the reports will be consistent.
- Some of the agencies did not show future spend down on savings. John stated all jurisdictions provided an implementation plan, as shown on Table 3 of their Compliance Reports, which depicts the use of year end fund balances and upcoming projected revenues.
- There were big discrepancies on what was spent and what was planned to be spent. Did Alameda CTC get responses regarding these discrepancies? John confirmed that all jurisdictions responded with an explanation as to why their implementation plans deviated from actual expenditures.
- Did the jurisdictions meet the required expenditure threshold ratio for planned vs actual expenditures, and the allowable percentages for the reserves? John reported that four agencies did not meet these requirements and are requesting an exemption. These agencies include Altamont Corridor Express, Alameda, Dublin, and Emeryville. He explained that the Commission will review the requests for exemptions as part of the Program Compliance Summary Report in June.
- Does Alameda CTC look at the different city programs such as the Center for Independent Living and shuttles? John said the Program Compliance Review is for Direct Local Distribution funds only. For discretionary grant funds awarded to non-profits, community based organizations or city sponsors Alameda CTC reviews expenditures through other reporting processes required by the grant funding agreements.
- A suggestion was made to provide the agencies with pre-populated data where possible to streamline the reporting by agencies.
- Was the bond embezzlement a part of Alameda CTC? No, that was a part of the Association of Bay Area Governments.

## **5. Establishment to CWC Annual Report Subcommittee**

James Paxson informed the committee that the CWC develops an annual report for the public each year, and the committee has done a lot of work over the years to make the report accessible to the public. The following committee members volunteered for the Annual Report Subcommittee:

- Cynthia Dorsey
- JoAnn Lew
- James Paxson
- Harriette Saunders

Staff will notify the committee once a meeting date for the subcommittee is determined.

## **6. Responses to CWC Requests for Information**

### **6.1. Oakland Airport Connector Funding**

Art Dao stated that at the January 12, 2015 meeting, there were public comments and questions relating to funding of the Oakland Airport Connector (OAC) project pertaining to the 2000 Expenditure Plan. The committee requested that staff explain the \$100 million in federal funds used in the annual report and to further explain the program cost escalation in the 2000 Expenditure Plan.

Art Dao stated that the main question is why does the 2000 Expenditure Plan show a commitment of \$65.8 million, and various other documents show \$89.052 million for the OAC project? He said that the amounts in the 2000 Expenditure Plan are in 1998 dollars. The Expenditure Plan allows for a program cost escalation factor which is approved by the Commission as part of the strategic plan process annually, based on a number of economic indices, such as the California Highway Cost Index, Consumer Price Index, Material Cost Index, Labor Cost Index, etc. The program escalation factor has been applied over time. At no time is the program escalation factor allowed to go above Alameda CTC's revenue. Once the funds have been allocated, escalation stops. For the OAC, as a result of the program escalation factor, the \$65.8 million grew to \$89.052 million.

Art informed the committee that Alameda CTC receives reports from project sponsors which demonstrate their funding plan for their project. He stated that at one time BART reported to Alameda CTC that it would receive \$100 million of federal funds for the OAC project. Later, BART swapped the monies with another fund source, not Measure B, but did not update their report to Alameda CTC. James Paxson stated that in the upcoming annual report the chart will be change to reflect the correct information.

Questions/feedback from the members:

- What is the program escalation factor? Art said it's an analysis Alameda CTC does annually using a composition of various indices. He noted that the methodology is the same, even though the indices may change yearly. Art also stated the program escalation factor for OAC stopped being applied in 2008-2009.
- A member requested staff to define allocation in relation to stopping the escalation. Art said that allocation is how Alameda CTC's money flows. For example, if a project sponsor knows that a construction contract is ready to go, the sponsor will notify Alameda CTC, and we will allocate the funds. Allocations are done annually through the strategic plan process; however, not every project needs an annual allocation. Once allocated and approved by the Commission, invoices can be paid on the project on a reimbursement basis.
- If funding sources change for a project, at what point is Alameda CTC notified? Alameda CTC very closely monitors funding for projects, and project sponsors will notify us when funding sources change; however, with the OAC project the funding changed at the very last minute, which was unexpected.

## **6.2. Local Streets and Roads Funding Formula**

At the January 12, 2015 meeting a public comment was made relating to the inequity of funding for local streets and roads pertaining to the 2000 Expenditure Plan. The committee requested that staff explain the appearance that certain areas of the county are not getting their fair share of funding, and that the formula/equation used to determine funding for this program may not be equitable. Art Dao informed the committee that the local streets and roads distribution matches the formula in the 2000 Expenditure Plan, and Alameda CTC is doing what voters approved for Measure B. Art noted that Alameda CTC will use the same formula for Measure BB local streets and roads funding.

### **6.3. Measure BB Initiative/Local Sales Tax Funds**

Tess Lengyel stated that at the January 12, 2015 meeting a public comment was made that Measure B sales tax money was used to campaign for Measure BB. The committee requested that staff provide an explanation regarding the comment. Tess informed the committee that public funds were not used on campaign activities. The question came up because the person saw materials around Alameda County. Alameda CTC has lots of materials around the county and performs widespread outreach to educate residents of Alameda County. She mentioned that Alameda CTC goes to business affairs, public events, fairs, etc. and provides fact sheets and brochures on programs and projects within Alameda County that Alameda CTC plans, funds, and delivers. She mentioned that Alameda CTC promotes the Guaranteed Ride Home program, Access Alameda program, Safe Routes to School, I-580/I-680 Express Lanes, Bike to Work Day/National Bike Month to name a few. Alameda CTC uses a consistent method to disseminate information about its work, such as press releases, materials at public events, social media messages through Facebook and Twitter, and emails through Constant Contact.

Tess informed the committee that Alameda CTC is in the process of developing three multimodal plans: Countywide Goods Movement Plan, Countywide Transit Plan, and Countywide Multimodal Arterial Plan. She stated that Alameda CTC is working with AC Transit to host five transportation open houses/public workshops. Tess told the committee that the one remaining workshop would be at the Fremont Library on March 22.

Questions/feedback from committee:

- A member stated that it's a fine line between public education and public promotion. Art stated that Alameda CTC cannot stop the education process, because an election is taking place. The legal department was involved, and reviewed and approved all materials before the election to ensure Alameda CTC was only providing educational information.
- Did the distributed materials constitute promotional materials? No, and Measure B funds were not used for the campaign.

### **6.4. Update on Independent Watchdog Committee**

Tess Lengyel gave an update to the committee on the Independent Watchdog Committee (IWC). She informed the committee that the CWC was approved as the result of the 2000 Expenditure Plan, and committee members must be a resident of Alameda County. In the 2014 Transportation Expenditure Plan (2014 Plan), the committee continues with a new name, IWC, and the composition is the same as the CWC. Tess informed the group that the IWC meeting will meet for the first time in July. She stated the CWC regularly holds an organizational meeting annually in June; however, the organizational meeting will take place in July this year when the IWC becomes effective.

Questions/feedback from the committee:

- Will there be a need to adopt new bylaws? Yes, the roles for Measure BB will need to be incorporated into the bylaws.

- Will members need to be reappointed? No, according to the 2014 Plan, the composition will remain the same, and the members of this committee will roll over to the IWC.
- A member stated that page 36 of the 2014 Plan says the IWC is the same committee, and it should probably say the "same composition" as the CWC.

James Paxson requested that staff explain the Master Programs Funding Agreement (MPFA) for Measure BB. Art mentioned that it may take time for Alameda CTC to stabilize the 2014 Plan operationally. The Commission is adopting an interim MPFA agreement for one year, and in 2016 Alameda CTC will develop a longer term agreement inclusive of the 2014 Plan. James stated that he wants the IWC to review the Measure BB MPFA.

James stated that as part of the agenda planning meeting, the members need to discuss briefly the roles and responsibilities of the IWC and discuss the new policies that will be communicated in the MPFA about Measure BB and local distributions.

Discussion took place on the process and policies needed to develop metrics for performance-based project and program implementations. Art said that we will work with economic groups to help with development of the policies.

## **7. CWC Member Reports/Issues Identification**

### **7.1. CWC Issues Identification Process and Form**

James Paxson explained the process for this agenda item.

### **7.2. Issues Discussion**

Jo Ann Lew submitted an issue form to request more information on the grant program. She said the CWC did not get enough information on the grant program process. Art said that staff provided an active grant list mentioned under agenda item 5.1 at the January CWC meeting. Additional details can be provided on the grant process at the next programs update.

James Paxson reviewed the projects and programs watch list process and indicated that the members should sign up to watch projects and programs of interest to them.

## **8. Staff Reports/Board Actions (Verbal)**

### **8.1. Alameda CTC FY2014-15 Second Quarter Investment Report**

Patricia Reavey reviewed the Alameda CTC FY2014-15 Second Quarter Investment Report with the committee. She stated that the Finance and Administration Committee approved the Second Quarter Investment Report for FY2014-15.

### **8.2. CWC Calendar FY14-15**

The calendar is in the agenda packet for review purposes.

### **8.3. CWC Roster**

The committee roster is in the agenda packet for review purposes.

### **8.4. Alameda CTC Commission Action Items**

The Commission action items are listed in the agenda packet.

**9. Adjournment**

The meeting adjourned at 8:15 p.m. The next meeting is scheduled for June 8, 2015 at the Alameda CTC offices.

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

|    | 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       | 2                           |
| 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       | 5                           |
| 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<br>Supervisor Keith Carson, D-5 | Jun-09 | May-14 | <b>May-16</b> | 3 |
| 17 |     | <b>Vacancy</b> |      |          | <b>Alameda County Taxpayers Association</b>    |        |        |               |   |



# Paratransit Advisory and Planning Committee 7.3

## Meeting Minutes

Monday, April 27, 2015, 1:00 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

### MEETING ATTENDEES

Attendance Key (A = Absent, P = Present)

#### Members:

|                                    |                                  |                                        |
|------------------------------------|----------------------------------|----------------------------------------|
| <u>A</u> Sylvia Stadmire,<br>Chair | <u>A</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>A</u> Michelle Rousey               |
| <u>P</u> Larry Bunn                | <u>A</u> Rev. Carolyn Orr        | <u>P</u> Harriette<br>Saunders         |
| <u>A</u> Shawn Costello            | <u>A</u> Thomas Perez            | <u>P</u> Esther Waltz                  |
| <u>A</u> Herb Hastings             | <u>A</u> Sharon Powers           | <u>P</u> Hale Zukas                    |
| <u>P</u> Joyce<br>Jacobson         | <u>P</u> Vanessa Proee           |                                        |

#### Staff:

P Jacki Taylor, Program Analyst  
P Naomi Armenta, Paratransit Coordinator  
P Terra Curtis, Paratransit Coordination Team  
P Krystle Pasco, Paratransit Coordination Team  
P Richard Weiner, Paratransit Coordination Team  
P Gladys Parmelee, Administration Team

#### Guests:

Dana Bailey, City of Hayward Paratransit Program; Ken Bukowski, Public Member; Catherine Callahan, Center for Independent Living; Jessica Cutter, City of San Leandro Paratransit Program; Shawn Fong, City of Fremont Paratransit Program; Bob Franklin, BART; Sherry Higgs, Drivers for Survivors; Sandra Lee, ATU Local 192; Sandra Rogers, City of San Leandro Paratransit Program; Victoria Williams, Senior Helpline Services

### MEETING MINUTES

#### 1. Welcome and Introductions

Will Scott, PAPCO Vice Chair, called the meeting to order at 1:05 p.m. and notified members that a quorum had not yet been established.

The meeting began with introductions and a review of the meeting outcomes.

## **2. Public Comment**

There were no public comments.

## **3. Administration**

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

*Due to the lack of a meeting quorum, PAPCO members were not able to take action on this agenda item. This agenda item will be considered at the next PAPCO meeting on Monday, May 18<sup>th</sup>.*

## **4. Gap Grant Cycle 5 Extension Recommendation**

Naomi Armenta gave an update on the Gap Grant Cycle 5 extension recommendation. She reviewed the background, FY 15-16 extension requests, funds for capital purchases and grant matching, and next steps.

Questions and feedback from PAPCO members:

- What if CIL does not receive full funding, can the Commission consider granting full funding later? In general when a program is granted partial funding, staff requests that the program manager resubmit a plan with the proposed partial funding. However, PAPCO and the Commission can amend staff's recommendation for funding allocations.
- Is the number of trips reported for Rides for Seniors one way or round trips? These are one way trips.
- It seems like the amount requested by CIL and Rides for Seniors is unrealistic given their previously reported ridership, have they reduced their projected ridership for next fiscal year? Yes, they have decreased their projected ridership for next fiscal year to more realistic numbers. They are aware of PAPCO's concerns regarding their progress reports.
- According to attachment 4B, CIL's calculated unit cost from original Cycle 5 total program was \$2,171, however, staff's calculated unit cost was \$736. How did staff arrive at this number when they plan to train less people? There is information like

outreach, publicity, and other costs that are not being portrayed in the calculations. Also unit costs are accounting for various types of travel trainings including seniors, adults with disabilities, youth with disabilities, etc. The average cost per travel training is about \$1,000 to \$1,500 in general.

- A member shared that CIL's performance has been horrible. They would like to see additional funding cut from their allocation. Staff will consider this suggestion.
- Regarding Rides for Seniors, their performance for the first 18 months is significantly below their target, however, the new target is substantially higher (double their actual performance for 18 months). How is that so? The target is actually higher than their performance but it is actually lower than their overall performance. Staff's impression is that they are on an upward trend. Also note that the FY 15-16 target is just for one year.

*Due to the lack of a meeting quorum, PAPCO members were not able to take action on this agenda item. This agenda item will be considered at the next PAPCO meeting on Monday, May 18<sup>th</sup>.*

#### **5. Fiduciary and Finance Subcommittee Meeting Report (Verbal)**

Harriette Saunders gave a report on the Fiduciary and Finance Subcommittee Meeting.

#### **6. Livermore Amador Valley Transit Authority (LAVTA) Quarterly Report (Verbal)**

Kadri Klm gave a quarterly presentation on LAVTA's new service provider, quarterly ridership, complaints and customer satisfaction.

Questions and feedback from PAPCO members:

- Thank you for providing data and graphs in your presentation this time.
- What is the difference in the model of your current service provider and your previous provider? The major difference between Medical Transportation Management (MTM) and American Logistics Company (ALC) is that MTM has a larger, local team that includes a project manager, operations

manager, road supervisors and three dispatchers and schedulers. However, the reservations team is off site.

## **7. Hospital Discharge Transportation Service and Wheelchair Scooter Breakdown Transportation Service Program Update (Handout)**

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

Krystle reviewed the list of participating hospitals and the FY14-15 priorities for the program. These include Alta Bates Summit Medical Center in Berkeley and Oakland, a new MOU for Eden Medical Center – Castro Valley Hospital which is now separate from San Leandro Hospital, and John George Psychiatric Hospital in San Lorenzo. Staff is also in the process of updating program guidelines to address recent challenges.

Krystle reported on the programs' ridership highlights and noted that in July through December 131 rides were provided for the HDTS program. Currently, the HDTS program has provided 22 rides on average per month for FY14-15. This is a slight decrease from last fiscal year's average monthly ridership. Krystle then reported on HDTS ridership by facility and noted the hospitals that have used the program consistently since enrollment. These facilities include San Leandro Hospital, Kaiser Fremont, Kaiser San Leandro, and St. Rose Hospital. Krystle then reported that in July through December 44 rides were provided for the WSBTS program. Currently, the WSBTS program has

provided 7 rides on average per month for FY14-15. This is also a slight decrease from last fiscal year's average monthly ridership.

Krystle reviewed the paratransit coordination team's outreach efforts for these programs and noted the WSBTS program stickers are now available upon request.

Questions and feedback from PAPCO members:

- Is the Eden Medical Center – Castro Valley Hospital currently participating in the HDTs program? Castro Valley Hospital's MOU needs to be updated as a separate contract from San Leandro Hospital (formerly of Eden Medical Center) and their staff needs to be trained on the program guidelines.
- What is the cost of both of the programs? There is one contract for both programs and the contract amount is \$70,000 annually and on an as needed basis. Currently, these programs are only using about \$35,000 annually.
- What is the update on getting the Alta Bates and Summit Hospitals on board with the HDTs program? Staff has been using various approaches every year to get these hospitals on board. Staff will be working on sending a letter to these hospitals' staff this fall. Staff is also open to suggestions for introducing our programs to these hospitals.
- Are these programs linked in to the MrTrip program or are they separate? These programs are separate from the City of Berkeley's MrTrip program.
- It seems that ridership for both programs have declined in the last two years. What are some of the reasons for this? There has been some staff turnover with the transportation provider, MV Transportation, which has left some unresponsive issues. Staff recently had a meeting with their new general and operations managers and they are working on improving their communication and customer service.
- Why does San Leandro Hospital have the highest usage of all the other hospitals participating in the program? San Leandro Hospital staff regularly orders approximately 100 vouchers every quarter. The more vouchers they have available the more they use the program. It is also suspected that their staff is not using

any other mode of transportation for discharging patients with this need. They are solely relying on our program.

- A member noted that there is a big shift in the number of overnight hospitalization that happens. There are more individuals being admitted in the morning and being discharged at night and hospital staff insists that you have already made arrangements for transportation upon being discharged.

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

Jonah Markowitz shared that there will be an 8-hour training on mental health and first aid on Saturday, May 9<sup>th</sup> at the South Berkeley Senior Center. There will also be a mental health awareness month event this Saturday, May 2<sup>nd</sup> also at the South Berkeley Senior Center from 1:00 to 4:00 p.m. There will also be a raffle.

Esther Waltz shared that the City of Livermore will be having a Wine Country Festival on Saturday, May 2<sup>nd</sup> and Sunday, May 3<sup>rd</sup>.

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

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

Harriette Saunders noted that the ethics training will be on the agenda for the next SRAC meeting on Tuesday, May 5<sup>th</sup> from 12:00 to 2:30 p.m. She also noted that the Interactive Voice Response (IVR) system is now being tested as she has received some calls.

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

Harriette Saunders noted that the CWC will be drafting and reviewing the annual report in May. She also noted that the committee will now be called the Independent Watchdog Committee and will convene its first meeting in July.

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

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

## **11. Information Items**

### **11.1. Mobility Management – SFist News Article**

Naomi Armenta reviewed the mobility management attachment in the meeting agenda packet. She noted that this attachment is regarding the accessibility of the new Leap bus in San Francisco. There was a formal ADA complaint made against Leap's accessibility and more information is available in the SF Chronicle.

### **11.2. Outreach Update**

Krystle Pasco gave an update on the following outreach events:

- 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.
- 5/6/15 – Oakland Older Americans Month Event, Frank Ogawa Plaza from 11:00 a.m. to 2:00 p.m.
- 5/7/15 – Senior Health and Wellness Resource Fair, Kenneth Aitken Senior and Community Center from 9:00 a.m. to 1:00 p.m.
- 5/28/15 – California Senior Injury Prevention Education Forum, Hilton Garden Inn from 8:00 a.m. to 4:00 p.m.

### **11.3. Other Staff Updates**

Naomi Armenta gave an update on the 5310 Small Urbanized Area (SUA) funding. She noted that Alameda County had one applicant, LAVTA, and they successfully received funding for their Para-Taxi program. Their application scored fairly well in the review process.

## **12. Draft Agenda Items for May 18, 2015 PAPCO Meeting**

**12.1.** Base Program Recommendation

**12.2.** Gap Grant Cycle 5 Program Report: AlaCosta and Bay Area Outreach and Recreation Program (BORP) Capital Projects

## **13. Adjournment**

The meeting adjourned at 2:40 p.m. The next PAPCO meeting is scheduled for May 18, 2015 (3<sup>rd</sup> Monday due to the Memorial Day holiday) at Alameda CTC's offices located at 1111 Broadway, Suite 800, in Oakland.



Joint Paratransit Advisory and Planning Committee  
and Paratransit Technical Advisory Committee  
Meeting Minutes  
Monday, April 27, 2015, 3:00 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

## MEETING ATTENDEES

Attendance Key (A = Absent, P = Present)

### Members:

A Sylvia Stadmire,  
Chair  
P Will Scott,  
Vice-Chair  
P Larry Bunn  
P Shawn Costello  
A Herb Hastings  
P Joyce  
Jacobson

A Sandra  
Johnson-Simon  
A Jonah Markowitz  
A Rev. Carolyn Orr  
A Suzanne Ortt  
A Thomas Perez  
A Sharon Powers  
P Vanessa Proee

A Carmen Rivera-  
Hendrickson  
A Michelle Rousey  
P Harriette  
Saunders  
P Esther Waltz  
P Hale Zukas

### ParaTAC Members:

A Rhianna Babka  
P Dana Bailey  
A Beverly Bolden  
A Melinda Chinn  
P Jessica Cutter  
A Pam Deaton  
P Shawn Fong  
A Brad  
Helfenberger

A Karen Hemphill  
A Drew King  
A Jackie Krause  
P Kadri Klm  
A Isabelle Leduc  
A Wilson Lee  
P Hakeim McGee  
A Cindy Montero  
A Mallory Brush

A Gail Payne  
A Kim Ridgeway  
P Sandra Rogers  
A Mary Rowlands  
A Leah Talley  
A Laura Timothy  
A Jonathan Torres  
A David Zehnder

### Staff:

P Jacki Taylor, Program Analyst  
P Naomi Armenta, Paratransit Coordinator  
P Terra Curtis, Paratransit Coordination Team  
P Krystle Pasco, Paratransit Coordination Team  
P Richard Weiner, Paratransit Coordination Team

### Guests:

Ken Bukowski, Public Member; Bob Franklin, BART; Sherry Higgs, Drivers for Survivors; Victoria Williams, Senior Helpline Services

## MEETING MINUTES

### 1. Welcome and Introductions

Naomi Armenta, Paratransit Coordinator, called the meeting to order at 3:00 p.m. and notified members that a quorum had not yet been established. The meeting began with introductions and a review of the meeting outcomes.

### 2. Public Comment

Ken Bukowski shared some of the meetings that he recently recorded. He noted that all of the videos can be accessed at [www.regional-video.com](http://www.regional-video.com).

### 3. BART Fleet of the Future Presentation (Verbal)

Bob Franklin gave a presentation on the BART Fleet of the Future. He reviewed recent changes to the new fleet and provided highlights of the original design.

Questions and feedback from PAPCO and ParaTAC members:

- What does the yellow color signify in the design? The yellow seating area signifies a priority seating area for seniors and people with disabilities. These areas are colored differently than the other seats.
- Will there be any rules regarding how bicycles are supposed to be placed i.e. not upside down? There is no information regarding how bicycles are supposed to be placed. This is a personal consideration of bicyclists. There will, however, be a designated area for bicycles on the new fleet that is considerably away and in a different area than the priority seating area for seniors and people with disabilities.
- Are there plans to increase bicycle parking at various stations? Yes, there are plans to increase bicycle parking at many stations as BART staff is seeing an increase in the bicycle locker and parking usage.
- Are there any plans to increase the length of the overhead holding straps especially for shorter individuals? No, unfortunately, there is no plan to increase or decrease the length

of those overhead straps as we do not want individuals to hit their heads with the straps as they board or off board a BART train. Staff had hoped that the standing poles would have addressed that issue but there is other controversy around those poles. However, there will be more poles coming from the seats for people to hold on to.

- Is the bike parking at the MacArthur BART station considered secure bike parking? There is a plan to build a bike station in the station's plaza which will provide additional bike parking in the future. There will be an attendant to ensure that the bikes are secure.
- A member noted that the new fleet design has half the number of wheelchair accessible spaces.
- A member noted that bikes are actually more stable upside down than standing on their wheels.
- Where will wheelchairs board on the new BART cars? They will have priority boarding through the center door on the new BART cars. They can board through the other two doors but there will be a center holding pole and possibly more congestion.
- How can individuals identify which car they are in when communicating with the car operator? There is an identification number above the door of each car which also identifies which end of the car they are located in.
- How long does an individual have to off board the new cars? It will take about 20 seconds as the distance between the doors is decreased in the new design.
- Will the station bathrooms be made available to the public? Due to Homeland Security policies all bathrooms cannot be self locking and in an enclosed area. BART is working on designing bathrooms according to this policy and they will be made available to the public.
- Will the new bathrooms be wheelchair accessible? BART staff is looking into this.
- A member noted that BART has online surveys for various stations. Bob will follow up with more information on these online surveys.

Bob ended his presentation with opportunities for participation and public input. He also noted that additional high technology solutions

will be incorporated into the new design and a technology conference will be convened. For more information, contact Bob or Alameda CTC staff.

#### **4. Joint PAPCO and ParaTAC Discussion – Dialysis Transportation Challenges**

Richard Weiner gave an overview of the various dialysis transportation challenges for both patients and providers including the increase in the demand of individuals needing dialysis treatments, the dependability and flexibility of their transportation, the need for direct transportation, affordability, service suspension, dialysis clinic choice, impacts on productivity and transportation expenses for drivers and providers as well as cost sharing.

Richard also shared some information regarding a transportation provider in Napa County that decided to no longer allow subscription trips through their service including those intended for dialysis appointments. This greatly affected the local dialysis clinic and forced the clinic to seek transportation resources for their clients in the private sector.

Questions and feedback from PAPCO and ParaTAC members:

- Can volunteer driver programs be used to solve some of these issues? Yes, staff continues to look into this option.
- Can Medicare be used for this type of transportation? Medicare does not cover non-emergency medical transportation. They will only provide ambulance transportation. Staff will do more research on this option as well.
- Does DaVita Dialysis have control over which clinic their patients go to? Unfortunately, it is the physician that determines which clinic patients are assigned to.
- A member noted that there are times when a dialysis patient is not ready upon pick up. As a result, drivers and other passengers are forced to wait.
- Is there any information or data on trends to move dialysis treatments to the home instead of the clinic? Generally, patients are asked if they would like to receive their dialysis treatments at

home but that usually requires a caregiver or nurse to oversee or monitor the treatments.

- Who is paying for the NEMTs that are usually seen outside dialysis clinics? Staff will find more information.
- Can we receive more information from the Alameda County Area Agency on Aging to see where they refer people who need dialysis treatment and what other resources they have? Yes, staff will follow up.

## **5. Information Items**

### **5.1. Member Announcements**

There were no member announcements.

### **5.2. Staff Updates**

There were no staff updates.

## **6. Draft Agenda Items for October 26, 2015 Joint PAPCO/ParaTAC Meeting**

**6.1.** Mobility Workshop Outcomes Report

**6.2.** Joint PAPCO and ParaTAC Discussion

## **7. Adjournment**

The meeting adjourned at 4:00 p.m. The next Joint PAPCO/ParaTAC meeting is scheduled for October 26, 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      | Address                                            | City        | Appointed By                                      | Term Began | Re-apptmt. | Term Expires | Mtgs Missed Since July '14 |
|----|-------|--------------------|------------|----------------------------------------------------|-------------|---------------------------------------------------|------------|------------|--------------|----------------------------|
| 1  | Ms.   | Stadmire, Chair    | Sylvia J.  | 1323 East 20th Street                              | Oakland     | Alameda County Supervisor Wilma Chan, D-3         | Sep-07     | Jan-13     | Jan-15       | 2                          |
| 2  | Mr.   | Scott, Vice Chair  | Will       | P.O. Box 11502                                     | Berkeley    | Alameda County Supervisor Keith Carson, D-5       | Mar-10     | May-14     | May-16       | 0                          |
| 3  | Mr.   | Bunn               | Larry      | 2601 Village Court                                 | Union City  | Union City Transit<br>Wilson Lee, Transit Manager | Jun-06     | Dec-13     | Dec-15       | 5                          |
| 4  | Mr.   | Costello           | Shawn      | 5450 DeMarcus Blvd., Apt. 210                      | Dublin      | City of Dublin<br>Mayor David Haubert             | Sep-08     | May-14     | May-16       | 1                          |
| 5  | Mr.   | Hastings           | Herb       | 5300 Iron Horse Parkway, Apt. 154                  | Dublin      | Alameda County Supervisor Scott Haggerty, D-1     | Mar-07     | Jan-14     | Jan-16       | 1                          |
| 6  | Ms.   | Jacobson           | Joyce      | 4 Admiral Drive, #421                              | Emeryville  | City of Emeryville<br>Mayor Ruth Atkin            | Mar-07     | Jan-14     | Jan-16       | 1                          |
| 7  | Ms.   | Johnson-Simon      | Sandra     | 1255 147th Avenue                                  | San Leandro | Alameda County Supervisor Nate Miley, D-4         | Sep-10     | Dec-13     | Dec-15       | 1                          |
| 8  | Mr.   | Markowitz          | Jonah      | 1518 Dwight Way                                    | Berkeley    | City of Albany<br>Vice Mayor Peter Maass          | Dec-04     | Oct-12     | Oct-14       | 0                          |
| 9  | Rev.  | Orr                | Carolyn M. | Nate Miley Gardens<br>2520 Church Street, Apt. 115 | Oakland     | City of Oakland<br>Councilmember Rebecca Kaplan   | Oct-05     | Jan-14     | Jan-16       | 5                          |
| 10 | Mr.   | Perez              | Thomas M.  | 2937 Barrington Terrace                            | Fremont     | Alameda County Supervisor Richard Valle, D-2      | Feb-14     |            | Feb-16       | 4                          |
| 11 | Ms.   | Powers             | Sharon     | 4583 Balmoral Park Court                           | Fremont     | City of Fremont<br>Mayor William Harrison         | Dec-07     | Jan-14     | Jan-16       | 2                          |
| 12 | Ms.   | Proee              | Vanessa    | 2750 Sparks Way, Apt. 43                           | Hayward     | City of Hayward<br>Councilmember Marvin Peixoto   | Mar-10     | Jan-14     | Jan-16       | 2                          |
| 13 | Ms.   | Rivera-Hendrickson | Carmen     | P.O. Box 625                                       | Pleasanton  | City of Pleasanton<br>Mayor Jerry Thorne          | Sep-09     | Feb-14     | Feb-16       | 7                          |
| 14 | Ms.   | Rousey             | Michelle   | 540 23rd Street, Apt 306                           | Oakland     | BART<br>Director Tom Blalock                      | May-10     | Jan-14     | Jan-16       | 1                          |

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

|    | Title | Last           | First      | Address                      | City      | Appointed By                                       | Term Began | Re-apptmt. | Term Expires  | Mtgs Missed Since July '14 |
|----|-------|----------------|------------|------------------------------|-----------|----------------------------------------------------|------------|------------|---------------|----------------------------|
| 15 | Ms.   | Saunders       | Harriette  | 2104 Eagle Avenue, Apt. B    | Alameda   | City of Alameda<br>Mayor Trish Spencer             | Jun-08     | Oct-12     | <b>Oct-14</b> | 2                          |
| 16 | Ms.   | Waltz          | Esther Ann | 1001 Murrieta Blvd., Apt 122 | Livermore | LAVTA<br>Executive Director Michael Tree           | Feb-11     | May-14     | <b>May-16</b> | 0                          |
| 17 | Mr.   | Zukas          | Hale       | 2801 Milvia Street           | Berkeley  | A. C. Transit<br>Director Elsa Ortiz               | Aug-02     | Jan-14     | <b>Jan-16</b> | 0                          |
| 18 |       | <b>Vacancy</b> |            |                              |           | City of Berkeley<br>Councilmember Laurie Capitelli |            |            |               |                            |
| 19 |       | <b>Vacancy</b> |            |                              |           | City of Livermore<br>Mayor John Marchand           |            |            |               |                            |
| 20 |       | <b>Vacancy</b> |            |                              |           | City of Newark<br>Councilmember Luis Freitas       |            |            |               |                            |
| 21 |       | <b>Vacancy</b> |            |                              |           | City of Piedmont<br>Mayor Margaret Fujioka         |            |            |               |                            |
| 22 |       | <b>Vacancy</b> |            |                              |           | City of San Leandro<br>Mayor Pauline Cutter        |            |            |               |                            |
| 23 |       | <b>Vacancy</b> |            |                              |           | City of Union City<br>Mayor Carol Dutra-Vernaci    |            |            |               |                            |



# Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** June 18, 2015

**SUBJECT:** I-580 Express Lanes: Toll Enforcement Ordinance

**RECOMMENDATION:** Waive further reading, read by title only, and adopt "Alameda County Transportation Commission Ordinance for Administration of Tolls and Enforcement of Toll Violations for the I-580 Express Lanes".

## Summary

As the Commission is aware, 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 the 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. See Attachment A – Project Location Map.

As discussed at previous Commission meetings, the Project incorporates a violation enforcement system (VES) which will allow Alameda CTC to implement automated toll evasion violation enforcement, which is expected to minimize revenue leakage from the Project. In order to implement the VES and collect the resulting penalties, the Commission must adopt a toll enforcement ordinance. To a large extent, the content and language of the ordinance is dictated by applicable State law in conjunction with the procedures of the Bay Area Toll Authority (BATA), the agency that will be implementing the automated enforcement on-behalf of Alameda CTC. The remainder of the proposed ordinance has been drafted to conform to previous Commission actions.

At the June meeting of the I-580 Express Lane Policy Committee, the Committee recommended that the Commission adopt the proposed toll ordinance, contingent upon staff ensuring that the ordinance incorporated certain provisions. Detailed discussion of the ordinance, the Committee's action, and the action requested of the Commission is provided below. As required by State law, this ordinance must be heard at two successive Commission meetings before it becomes effective.

## Background

For 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 Systems (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 improves 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

As previously reported, the Project will implement a near continuous access configuration to improve access opportunities to/from the express lanes. This access type could result in revenue leakage, if not properly enforced. The toll industry has estimated toll revenue leakage at 15-25 percent of gross revenue when lanes are not properly enforced. Therefore, staff researched cost effective solutions and included a VES in Project implementation to enforce automated toll evasion violation enforcement. The VES employs license plate recognition (LPR) capabilities (i.e. cameras which are capable of capturing the license plate images to form a trip, when vehicles fail to carry valid transponders). To single out the toll violators, as authorized under AB1811, HOV users will be required to carry an electronic device, FasTrak flex (aka switchable transponder), for enforcement purposes while travelling on the express lanes toll-free.

In order to assess toll evasion violation penalties, the Commission must adopt a toll enforcement ordinance pursuant to and consistent with Vehicle Code Section 40250. Attached to this staff memorandum as Attachment B is a toll enforcement ordinance prepared by legal counsel and Alameda CTC staff which conforms to the legal requirements. This ordinance encompasses numerous elements including penalties for failure to pay the required tolls and administrative processes associated with toll evasion violations. The administrative processes include processing violation notices, responding to customer inquiries about the notices, providing impartial administrative hearings, and preparing toll operator packages for court proceedings, among other issues.

To a large extent, the content and language of the ordinance is dictated by applicable State law, in conjunction with the procedures of BATA, as the agency that will be implementing the automated enforcement mechanism, subject to Commission's approval of Agenda Item 6.3 in today's meeting. The remainder of the proposed ordinance has been drafted to conform to previous Commission actions.

In March 2015, the Commission approved the enforcement and collection processes underlying the attached toll enforcement ordinance, and the Commission also approved the schedule of penalties. During the Commission's discussion of the item at the March 2015 meeting, certain Commissioners requested assurance that FasTrak account holders would not be subject to penalties solely due to a low account balance, and that drivers without a FasTrak account would be able to avoid penalties if they opened up a new account within a set period.

The I-580 Express Lane Policy Committee raised similar concerns during the Committee's discussion of the proposed ordinance at their meeting earlier this month, and the Committee's approval of the proposed ordinance was conditioned upon receipt of confirmation that these issues are addressed in the toll ordinance. Staff assures the Commission that mechanisms to address these issues are included within the normal BATA process, and have been incorporated into the proposed ordinance within Section 7(c). Staff has no reason to believe that BATA would ever eliminate the ability for motorists to avoid penalties by opening up a new FasTrak account. Should BATA make such a decision in the future, staff will bring the matter to the Commission for discussion regarding potential changes to the ordinance or other appropriate responses.

Based on the above discussions, staff requests the Commission's approval of the toll ordinance, in order to enable the agency to implement automated toll evasion violation enforcement on the Project. As required by State law, this ordinance must be heard at two successive Commission meetings before it becomes effective.

**Recommended Motion:** Waive further reading, read by title only, and adopt "Alameda County Transportation Commission Ordinance for Administration of Tolls and Enforcement of Toll Violations for the I-580 Express Lanes."

**Fiscal Impact:** Approval of the toll ordinance will enable staff to enact toll evasion violation enforcement on the I-580 Express Lane that is expected to curtail toll revenue leakage, estimated by the toll industry to be at 15-25 percent of gross revenue.

## **Attachments**

- A: Project Location Map
- B: Toll Enforcement Ordinance

## **Staff Contact**

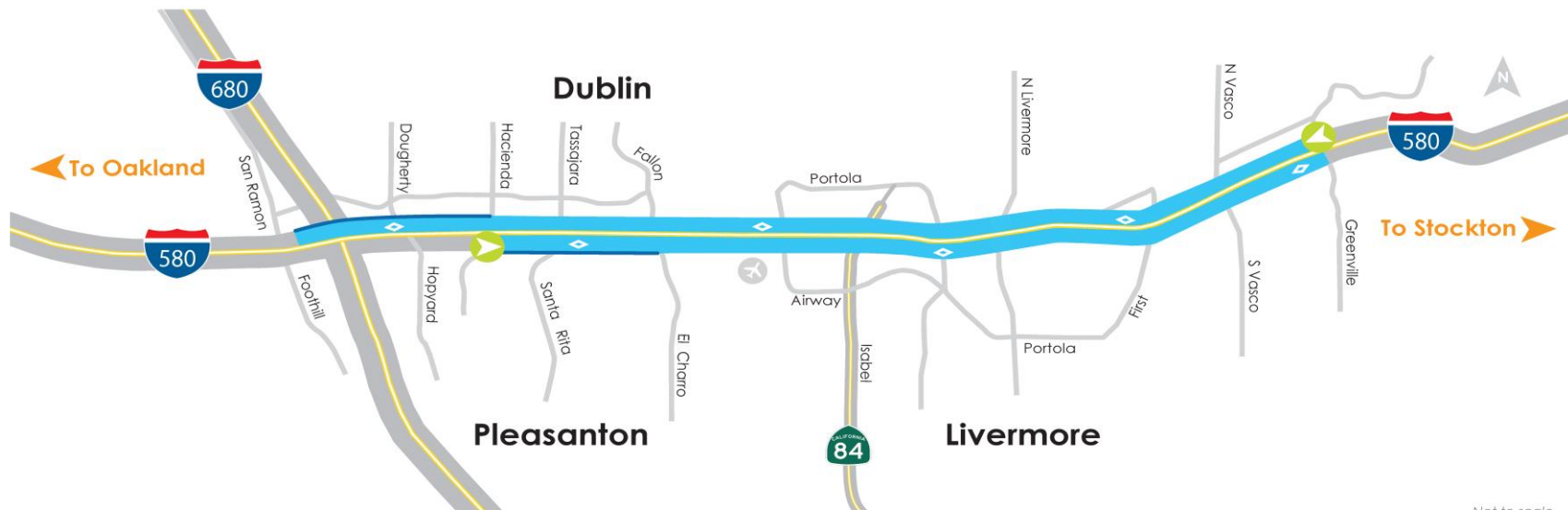
[Kanda Raj](#), Project Controls Team

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# I-580 Express Lanes Project Location Map

8.1A



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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# **ALAMEDA COUNTY TRANSPORTATION COMMISSION**

## **ORDINANCE FOR ADMINISTRATION OF TOLLS AND ENFORCEMENT OF TOLL VIOLATIONS FOR THE I-580 EXPRESS LANES**

### **PREAMBLE**

The Alameda County Transportation Commission (“Alameda CTC”) is authorized pursuant to California Streets and Highways Code section 149.5 to conduct, administer, and operate a value pricing high-occupancy vehicle program (“Express Lane”) on Interstate 580 (“I-580”) in Alameda County. As of the date of this Ordinance, the Alameda CTC is in the process of constructing two eastbound Express Lanes which shall operate on eastbound I-580 from Hacienda Drive to Greenville Road (“I-580 Eastbound Express Lanes”), and a westbound Express Lane which shall operate on westbound I-580 from Greenville Road to San Ramon Road / Foothill Road (“I-580 Westbound Express Lane”). The I-580 Eastbound Express Lanes and the I-580 Westbound Express Lane shall hereinafter be collectively referenced herein as the “I-580 Express Lanes.” Tolls on the I-580 Express Lanes shall be determined through a dynamic process pursuant to certain procedures and limitations adopted by the Alameda CTC, as may be modified from time to time.

While traveling in the I-580 Express Lanes, motorists are required to have a properly mounted transponder associated with a valid FasTrak<sup>®</sup> Account to facilitate vehicle occupancy validation and the toll collection process pursuant to California Vehicle Code (“Code”) section 23302 *et seq.*, and California Streets and Highways Code Section 194.5(b). Code Section 23302.5 provides that it is unlawful for a person to evade or attempt to evade the payment of tolls or other charges on any vehicular crossing or toll highway, and further provides that such acts are subject to civil penalties. Code Division 17, Chapter 1, Article 4, commencing with section 40250 (“Article 4”), provides for enforcement of civil penalties for violation of Code Section 23302.5 and any ordinance enacted by local authorities including joint powers authorities, pursuant to civil administrative procedures set forth in Article 4. This Ordinance establishes the administrative procedures and penalties, enacted pursuant to Article 4, to ensure that motorists who evade the payment of tolls while travelling on the I-580 Express Lanes shall be subject to civil penalties, while ensuring fairness in the treatment of violators.

Now, therefore, the governing body of the Alameda County Transportation Commission hereby ordains as follows:

### **ARTICLE I - GENERAL**

#### **Section 1. Title**

This ordinance shall be known as the “I-580 Express Lanes Toll Enforcement Ordinance.”

## **Section 2. Definitions**

In addition to the definitions set forth hereinabove, the following definitions shall apply throughout this Ordinance:

- (a) “BATA” means the Bay Area Toll Authority.
- (b) “Commission” means the governing body of the Alameda CTC.
- (c) “Delinquent Penalty” is the amount assessed when a Violation is deemed to be delinquent as set forth in **Section 5** of this Ordinance.
- (d) “Department” shall mean the California Department of Motor Vehicles.
- (e) “Due Date” shall mean the date specified in the Notice of Toll Evasion Violation and Notice of Delinquent Toll Evasion Violation by which payment of the Penalty or written explanation of contest must be received.
- (f) “FasTrak” or “FasTrak<sup>®</sup>” means the electronic toll collection system, managed by BATA in the San Francisco Bay Area, which allows Motorists to prepay tolls on the I-580 Express Lanes and other toll facilities in the Bay Area and elsewhere in California.
- (g) “FasTrak Account” shall mean an account established with any of the California toll operators to administer the payment of tolls.
- (h) “Motorist” shall mean the registered owner, rentee, lessee and/or driver of a Vehicle.
- (i) “Notice of Delinquent Toll Evasion Violation” shall mean the written notice provided to the registered owner of a Vehicle when a Penalty has not been timely received by Alameda CTC.
- (j) “Notice of Toll Evasion Violation” shall mean the written notice provided to the registered owner of a Vehicle which has committed a Violation.
- (k) “Penalty” shall mean the monetary amounts assessed to each toll Violation, including the unpaid Tolls, the Toll Evasion Penalty and the Delinquent Penalty, and constitutes a toll evasion penalty under Code section 40252.
- (l) “Processing Agency” shall mean Alameda CTC, or the contractor or vendor designated by Alameda CTC, as the party responsible for the processing of the notices of toll evasion.
- (m) “Repeat Violator” means any registered owner for whom more than five (5) Notices of Toll Evasion Violation have been issued in any calendar month within the preceding twelve (12) month period.

(n) “Switchable Transponder” or “FasTrak flex<sup>®</sup>” shall each mean a Transponder with a switch which allows Motorists to self-declare the number of vehicle occupants.

(o) “Terms and Conditions” shall mean the obligations of Alameda CTC and a FasTrak customer with regard to the usage and maintenance of a FasTrak Account as published by BATA or other applicable California toll operator from time to time.

(p) “Toll” shall mean the monetary charges for use of the I-580 Express Lanes as applicable at the time a Motorist enters either of the I-580 Express Lanes, as determined through the dynamic pricing system established by Alameda CTC.

(q) “Toll Evasion Penalty” is the amount assessed under **Section 5** of this Ordinance.

(r) “Transponder” shall mean a FasTrak electronic device issued by any of the California toll operators that meets the specifications of California Code of Regulations Title 21 and is used to pay tolls electronically.

(s) “Vehicle” shall mean any vehicle as defined in Code section 670.

(t) “Violation” shall mean the commission of any activity proscribed in **Sections 3** and **4** of this Ordinance.

### **Section 3. I-580 Express Lanes Usage Requirements**

(a) While traveling in the I-580 Express Lanes, Motorists shall have a properly mounted transponder associated with a valid FasTrak Account to facilitate vehicle occupancy validation and the toll collection process. Motorists traveling in the I-580 Express Lanes with the minimum number of vehicle occupants to qualify for high occupancy lane use at that time must have a Switchable Transponder set to the required number of occupants or they will be charged the posted single occupancy Toll.

(1) I-580 Express Lanes users with a Switchable Transponder in the Vehicle traveling in the I-580 Express Lanes shall set the self-declaration switch to the actual number of vehicle occupants prior to travel.

(2) Motorists in single occupancy vehicles authorized pursuant to California law as eligible users of high occupancy vehicle lanes shall carry a Switchable Transponder and set the self-declaration to either the two or three position prior to entering the Express Lane.

(3) I-580 Express Lanes users without a Switchable Transponder in the Vehicle traveling in the I-580 Express Lanes will be charged the posted single occupancy Toll rate.

(4) Vehicle occupancy violations, including falsely self-declaring the vehicle occupancy, are subject to citation by the California Highway Patrol.

(b) The FasTrak Account associated with the Transponder contained in any Vehicle must have a balance sufficient to pay the charged Tolls each the time the Vehicle enters the I-580 Express Lanes.

(c) I-580 Express Lanes FasTrak accountholders shall adhere to the Terms and Conditions provided at the time of account opening as updated thereafter with notification to the accountholders.

#### **Section 4. Liability for Failure to Pay Toll**

(a) No person shall cause a Vehicle to enter the I-580 Express Lanes without payment of the Toll for the Vehicle by use of a Transponder, issued by Alameda CTC or any California toll agency, which is associated with a FasTrak Account containing a balance sufficient to pay those Tolls.

(b) Except as provided herein, the registered owner and the driver, rentee or lessee of a Vehicle which is the subject of any Violation shall be jointly and severally liable for any Penalty imposed under this Ordinance, unless the registered owner can demonstrate that the Vehicle was used without the express or implied consent of the registered owner. Anyone who pays any Penalty pursuant to this Ordinance shall have the right to recover the same from the driver, rentee or lessee, and not from the Alameda CTC or the Processing Agency.

(c) The driver, rentee or lessee of a Vehicle who is not the owner of the Vehicle may contest the Notice of Toll Evasion Violation in accordance with this Ordinance.

(d) Any Motorist assessed a Penalty for a Violation shall be deemed to be charged with a non-criminal, civil violation.

#### **Section 5. Penalties and Processing of Violation(s)**

(a) The Penalties for a Violation of this Ordinance shall be the amounts set forth in the Schedule of Penalties attached hereto as **Appendix A** and incorporated by reference herein. The Schedule of Penalties was adopted by the Commission on March 26, 2015, and may be amended by action of the Commission from time to time without the need to amend or reconsider this Ordinance, provided that such Penalties but may not be greater than the amounts established under Code section 40258 as the maximum Penalties for civil toll evasion violations. If the driver of any Vehicle is arrested pursuant to Article 1 (commencing with Section 40300) of Chapter 2 of the Code, the civil procedure for enforcement of violations established by this Ordinance shall not apply. Revenues received from the Penalties assessed pursuant to this subsection shall be returned to the Alameda CTC.

(b) If a Violation is detected by any means (including automated device, photograph, video image, visual observation, or otherwise), a Notice of Toll Evasion Violation shall be sent to the registered owner by first class mail at the address for the registered owner as shown on the record of the Department within twenty-one (21) days of the Violation. In the case of joint ownership, the Notice of Toll Evasion Violation shall be issued to the first name appearing in the registration. If accurate information concerning the identity and address of the registered owner is not available within twenty-one (21) days from the Violation, the Processing Agency

shall have an additional forty-five (45) calendar days to obtain such information and forward the Notice of Toll Evasion Violation, provided that where the registered owner is a Repeat Violator, the Processing Agency shall forward the Notice of Toll Evasion Violation within ninety (90) calendar days of the Violation.

#### **Section 6. Notice of Toll Evasion Violation**

(a) The Notice of Toll Evasion Violation shall contain (1) sufficient information to enable the recipient thereof to determine the date, time and location of the alleged Violation, (2) the section of the Code allegedly violated, (3) the Penalty due for that Violation, (4) the identity and address of the registered owner, (5) the alphanumeric designation of the license plate on the Vehicle that was used in the alleged Violation, (6) if practicable, the registration expiration date and the make of the Vehicle, (7) the procedure to follow for payment of the amount due, (8) a statement in bold print that payments may be sent in the mail, (9) the date and time within which the Penalty must be paid, (10) a clear and concise explanation of the procedures for filing an affidavit of non-liability in those circumstances set forth in subsections B, C and D of this **Section 6**, and for contesting the alleged Violation and appealing an adverse decision in accordance with **Section 9** of this Ordinance, (11) the Due Date, which is also the date by which the written explanation of contest must be received by Alameda CTC, and (12) a statement that there will be additional court costs and fees incurred by the Motorist according to the local jurisdiction rules if collection is pursued through court action.

(b) The Notice of Toll Evasion Violation shall contain, or be accompanied an affidavit of non-liability and information of what constitutes non-liability, information as to the effect of executing the affidavit, and instructions for returning the affidavit to the Processing Agency.

(c) If the affidavit of non-liability is returned to the Processing Agency within twenty-one (21) days of the issuance of the Notice of Toll Evasion Violation together with proof that the driver at the time of the Violation did not possess express or implied consent to drive the Vehicle as evidenced by a stolen vehicle police report, if the Processing Agency is satisfied that the registered owner is not responsible for the Violation, the Processing Agency shall cancel the Notice of Toll Evasion Violation and make an adequate record of the reasons.

(d) If the affidavit of non-liability is returned to the Processing Agency by the Due Date with proof that the registered owner given the Notice of Toll Evasion Violation has made a bona fide sale or transfer of the Vehicle and has delivered possession thereof to the purchaser prior to the date of the alleged Violation and either (1) such owner has complied with section 5602 of the Code, or (2) the Processing Agency is satisfied with evidence that establishes that the transfer of ownership and possession of the Vehicle occurred prior to the date of the alleged Violation, and has obtained verification from the Department, then the Processing Agency shall terminate proceedings against the originally served registered owner and proceed against the new owner of the Vehicle.

(e) If the affidavit of non-liability is returned to the Processing Agency by the Due Date of the Notice of Toll Evasion Violation together with the proof of an executed written rental agreement or lease between a bona fide renting or leasing company and its customer that

identifies the rentee or lessee and provides the driver's license number, name and address of the rentee or lessee, the Processing Agency shall serve or mail to the rentee or lessee identified in the affidavit of non-liability a Notice of Toll Evasion Violation.

(f) If payment of the Penalty is not received by Processing Agency by the Due Date on the Notice of Toll Evasion Violation, the Processing Agency shall deliver by first-class mail a Notice of Delinquent Toll Evasion Violation.

(g) If the description of the Vehicle in the Notice of Toll Evasion Violation does not match the corresponding information on the registration card for that Vehicle, the Processing Agency may, on written request of the Motorist, cancel the Notice of Toll Evasion Violation without the necessity of appearance by that person.

#### **Section 7. Dismissal of Notice of Toll Evasion Violation**

(a) If, after a copy of the Notice of Toll Evasion Violation has been sent to the Motorist, the Processing Agency determines that due to failure of proof of apparent Violation the Notice of Toll Evasion Violation shall be dismissed, the Processing Agency shall cancel the Notice of Toll Evasion Violation, and the Motorist shall be so notified by first-class mail.

(b) If the full amount of the Penalty is received by the person authorized to receive the payment of the Penalty by the Due Date and there is no contest as to that Violation, proceedings under this Ordinance shall terminate.

(c) If (i) the Motorist is a holder of a FasTrak Account in good standing with BATA or other California toll operator or (ii) the Motorist has never received a prior Notice of Toll Evasion Violation under this Ordinance and opens a new FasTrak account, and such Motorist follows the procedures and meets the deadlines established by the Processing Agency, as such procedures and deadlines may be modified from time to time, to pay the Toll due on such Notice of Toll Evasion Violation from the Motorist's FasTrak Account in a timely manner, the Toll shall be charged to such Motorist's FasTrak Account and proceedings under this Ordinance shall terminate.

(d) If the registered owner of the Vehicle provides proof to the Processing Agency that he or she was not the registered owner on the date of the Violation as set forth in **Sections 6 and 8** of this Ordinance, proceedings against the notifying party shall terminate. This does not limit the right of the Processing Agency to pursue collection of the delinquent toll evasion Penalty from the person who was the registered owner of the Vehicle on the date of the alleged Violation.

#### **Section 8. Notice of Delinquent Toll Evasion Violation**

(a) If the payment of the Penalty is not received by the Processing Agency by the Due Date on the Notice of Toll Evasion Violation, and there is no contest as to that Violation as set forth in **Section 10** of this Ordinance, the Processing Agency shall deliver by first-class mail to the registered owner of the Vehicle a Notice of Delinquent Toll Evasion Violation.

(b) Alameda CTC or Processing Agency shall establish a procedure for providing, upon request, a copy of the original Notice of Toll Evasion Violation or an electronically produced facsimile of the original Notice of Toll Evasion Violation within fifteen (15) days of a request therefor. Alameda CTC may charge a fee sufficient to recover the actual costs of providing the copy not to exceed Two Dollars (\$2), to be established by the Executive Director of Alameda CTC. Until the Processing Agency complies with a request for a copy of the original notice of Violation, the Processing Agency may not proceed to collection of amounts covered by such notice.

(c) The Notice of Delinquent Toll Evasion Violation shall contain the information required to be contained in the original Notice of Toll Evasion Violation and, additionally, shall contain a notice to the registered owner that, unless the registered owner pays the Penalty, contests the Violation pursuant to the procedure set forth in the Notice of Toll Evasion Violation, or completes and returns to the Processing Agency an affidavit of non-liability, as provided with the Notice of Toll Evasion Violation and in compliance with subsections D, E and F of **Section 6**, within fifteen (15) days after the mailing of the Notice of Delinquent Toll Evasion Violation (the Due Date): (1) the Penalty shall be considered a debt due and owing Alameda CTC, (2) the renewal of the Vehicle registration shall be contingent upon compliance with the Notice of Delinquent Toll Evasion Violation at Alameda CTC's election, and (3) Alameda CTC may seek to recover in any lawful manner, as provided for in **Section 12**.

(d) The Notice of Delinquent Toll Evasion Violation shall contain, or be accompanied with, an affidavit of non-liability and information of what constitutes non-liability, information as to the effect of executing the affidavit, and instructions for returning the affidavit to the Processing Agency.

(e) If the affidavit of non-liability is returned to the Processing Agency within fifteen (15) days of the mailing of the Notice of Delinquent Toll Evasion Violation (the Due Date) together with proof that the driver at the time of the Violation did not possess express or implied consent to drive the Vehicle as evidenced by a stolen vehicle police report, if the Processing Agency is satisfied that the registered owner is not responsible for the Violation, the Processing Agency shall cancel the Notice of Toll Evasion Violation and make an adequate record of the reasons.

(f) If the affidavit of non-liability is returned to the Processing Agency by the Due Date with proof that the registered owner given the Notice of Toll Evasion Violation has made a bona fide sale or transfer of the Vehicle and has delivered possession thereof to the purchaser prior to the date of the alleged Violation and either (1) such owner has complied with section 5602 of the Code, or (2) the Processing Agency is satisfied with evidence that establishes that the transfer of ownership and possession of the Vehicle occurred prior to the date of the alleged Violation, and has obtained verification from the Department, then the Processing Agency shall terminate proceedings against the originally served Motorist and proceed against the unauthorized driver at the time of the Violation, or the new owner of the Vehicle.

(g) If the affidavit of non-liability is returned to the Processing Agency within fifteen (15) days of the mailing of the Notice of Delinquent Toll Evasion Violation (the Due Date set forth in the Notice of Delinquent Toll Evasion Violation) together with the proof of an

executed written rental agreement or lease between a bona fide renting or leasing company and its customer that identifies the rentee or lessee and provides the driver's license number, name, and address of the rentee or lessee, the Processing Agency shall mail to the rentee or lessee identified in the affidavit of non-liability a Notice of Delinquent Toll Evasion Violation. If payment is not received within fifteen (15) days of such mailing of the Notice of Delinquent Toll Evasion Violation, the Penalty shall be considered a debt due and owing Alameda CTC, and Alameda CTC may seek to recover in any lawful manner, as provided for in **Section 12**, from the rentee or lessee.

#### **Section 9. Payment After Notice of Delinquent Toll Evasion Violation**

If a Motorist who was mailed a Notice of Delinquent Toll Evasion Violation pursuant to **Section 8** of this Ordinance, or any other person who presents the Notice of Toll Evasion Violation or Notice of Delinquent Toll Evasion Violation, deposits the Penalty due with a person authorized to receive it, then the Processing Agency shall follow the procedures set forth in Section 40266 of the Code.

#### **Section 10. Contest of Notice of Toll Evasion Violation or Notice of Delinquent Toll Evasion Violation**

(a) A person may contest a Notice of Toll Evasion Violation or Notice of Delinquent Toll Evasion Violation within twenty-one (21) days of the issuance of the Notice of Toll Evasion Violation, or within fifteen (15) days of the issuance of the Notice of Delinquent Toll Evasion Violation, as applicable.

(b) The Processing Agency shall establish a fair and impartial investigation process to investigate the circumstance of the notice with respect to the contestant's written explanation of reasons for contesting a Violation. The Processing Agency shall investigate with its own records and staff the circumstances of the notice with respect to the contestant's written explanation of reasons for contesting the Violation. If based upon the results of that investigation, the Processing Agency is satisfied that the Violation did not occur or that the registered owner was not responsible for the Violation, the Processing Agency shall cancel the Notice of Toll Evasion Violation or Notice of Delinquent Toll Evasion Violation and make an adequate record of the reasons for cancelling the notice. The Processing Agency shall mail the results of the investigation to the person who contested the Notice of Toll Evasion Violation or the Notice of Delinquent Toll Evasion Violation.

(c) A person who contests a Notice of Toll Evasion Violation or Notice of Delinquent Toll Evasion Violation and is not satisfied with the results of the investigation may, within fifteen (15) days of the mailing of the results of the investigation, deposit the amount of the Penalty as set forth in subsection D of this **Section 10** and request an administrative review. The Processing Agency shall hold the administrative review within ninety (90) calendar days following the receipt of the request for an administrative review accompanied by the required deposit amount. The person requesting the administrative review may request one (1) continuance, not to exceed twenty-one (21) calendar days. The person requesting the administrative review shall indicate to the Processing Agency his or her election for a review by mail or personal conference.

(d) The deposit for requesting an administrative review shall be as follows:

(1) Except as provided herein, an individual seeking an administrative review shall deposit the full amount of the Penalty due at the time of the request.

(2) Individuals unable to pay the required deposit may apply for a hardship exception, which may be granted by the Processing Agency in its discretion.

(e) If the person requesting an administrative review is a minor, that person shall be permitted to appear at an administrative review or admit responsibility for a Violation without the necessity of the appointment of a guardian. The Processing Agency may proceed against that person in the same manner as if that person were an adult.

(f) As evidence of the Violation the Processing Agency shall produce the Notice of Toll Evasion Violation or a copy thereof, information received from the Department identifying the registered owner of the Vehicle, and a statement under penalty of perjury from the person authorized to issue a notice of Violation that the Tolls or other charges and any applicable fee were not paid in accordance with Alameda CTC's policies. This documentation in proper form shall be prima facie evidence of the Violation.

(g) The reviews shall be conducted in accordance with the written procedures established by the Processing Agency which shall ensure a fair and impartial review of the contested Violations. The Processing Agency shall provide its decision by first-class mail to the contestant. If a notice of appeal to the California Superior Court is not filed within the period set forth in **Section 11**, the decision shall be deemed final.

(h) The Processing Agency shall designate one or more individuals to serve here as the hearing officer(s) appointed to conduct administrative reviews pursuant to this **Section 10**. Each hearing officer shall demonstrate the qualifications, training and objectivity necessary to perform fair and impartial reviews. No hearing officer's employment, performance evaluation, compensation and benefits shall be directly or indirectly linked to the outcome of reviews or the revenue generated by such reviews.

## **Section 11. Appeal to Superior Court**

A person who requests an administrative review and is not satisfied with the results of the review, may within twenty (20) days after the mailing of the Processing Agency's final decision seek review by filing an appeal to the Alameda County Superior Court, where the case shall be heard de novo, except that the contents of the Processing Agency's file in the case on appeal shall be received in evidence. For the purposes of computing the twenty (20)-day period, section 1013 of the Code of Civil Procedure shall be applicable. The Processing Agency shall admit into evidence as prima facie evidence of the facts stated therein, a copy of the Notice of Toll Evasion Violation and/or Notice of Delinquent Toll Evasion Violation. A copy of the notice of appeal shall be served in person or by first-class mail upon the Processing Agency by the contestant. Notwithstanding section 72055 of the Government Code, the fee for filing the notice of appeal shall be Twenty-Five Dollars (\$25). If the appellant prevails, this fee, together with the deposit of the Penalty made by the contestant, shall be promptly refunded by the Processing Agency in accordance with the judgment of the court.

## **Section 12. Collection of Unpaid Penalties**

If payment is not received within the time periods set forth herein, and no contest has been timely filed, or has been resolved, Alameda CTC and the Processing Agency are authorized to proceed under one or more of the following options for the collection of unpaid Penalties:

(a) Transmit an itemization of unpaid Penalties with the Department for collection with the registration of the Vehicle. Alameda CTC shall pay the fees assessed by the Department associated with the recording of the Notice of Delinquent Toll Evasion Violation and may charge the amount of the fee to the Motorists to be collected by the Department.

(b) If more than Four Hundred Dollars (\$400) in unpaid Penalties have been accrued by any person or registered owner, Alameda CTC may file proof of that fact with the Superior Court with the same effect as a civil judgment. Execution may be levied and other measures may be taken for the collection of the judgment as are authorized for the collection of any unpaid civil judgments entered against a defendant in an action on a debt. The court may assess costs against a judgment debtor to be paid upon satisfaction of the judgment. The Processing Agency shall mail a notice by first-class mail to the person or registered owner indicating that a judgment shall be entered for the unpaid Penalties and that after thirty (30) days from the date of the mailing of the notice, the judgment shall have the same effect as an entry of judgment against a judgment debtor. The notice shall include all information required by Code section 40267. The filing fee and any costs of the collection shall be added to the judgment amount.

(c) If the Processing Agency has determined that registration of the Vehicle has not been renewed for sixty (60) days beyond the renewal date, and the Penalty has not been collected by the Department pursuant to section 4770 of the Code, file proof of unpaid Penalties with the court with the same effect as a civil judgment as provided above, except that if the amount of the unpaid Penalty is not more than Four Hundred Dollars (\$400), the filing fee shall be collectible by the court from the debtor.

(d) Contract with a collection agency to collect Penalty amounts.

(e) Submit a request to the California State Controller for an offset of unpaid Penalty owing by a Motorist against any amount owing the person or entity by a claim for a refund from the Franchise Tax Board under Personal Income Tax Law or the Bank and Corporation Law or from winnings in the California State Lottery, as authorized by California Government Code section 12419.12. Alameda CTC shall provide notice of intent to request an offset by first-class mail to the Motorist thirty (30) days prior to the request date.

(f) Pursue such other remedies and enforcement procedures that are authorized under the laws of the State of California.

## **Section 13. Termination of Proceedings**

The Processing Agency shall terminate proceedings on the Notice of Delinquent Toll Evasion Violation in any of the following cases:

(a) Upon receipt of collected penalties remitted by the Department under Code section 4772 for that Notice of Delinquent Toll Evasion Violation.

(b) If the Notice of Delinquent Toll Evasion Violation was returned to the Processing Agency pursuant to Code section 4774 and five (5) years have elapsed since the date of the Violation.

(c) The Processing Agency receives information that the Penalties have been paid to the Department pursuant to Code section 4772.

#### **Section 14. Confidentiality**

Any information obtained during the enforcement of Violations shall not be used for any purpose other than to pursue the collection of Violations or process Tolls.

#### **Section 15. Other Notices**

Nothing herein shall prohibit Alameda CTC or the Processing Agency from establishing informal methods of notifying Motorists of Violations and from collecting Tolls and Penalties for Violations through such means.

#### **Section 16. Implementation**

Alameda CTC's Executive Director is hereby authorized and directed to develop procedures, forms, documents and directives which may be necessary to implement the terms of this Ordinance, and the Executive Director may delegate such duties and obligations under this Ordinance to staff of, or consultants under contract to, the Alameda CTC.

#### **Section 17. Severability**

If any term, covenant or condition of this Ordinance shall be held by a court of competent jurisdiction to be invalid or unenforceable, then the remainder of this Ordinance shall not be affected and each remaining provision shall be valid and enforceable to the fullest extent permitted by law unless any of the stated purposes of this Ordinance would be defeated.

### **ARTICLE II -PUBLICATION OF ORDINANCE.**

Upon adoption on the second reading hereof, the Clerk of the Commission shall cause the publication of this Ordinance, within fifteen days of its adoption, once each in a newspaper of general circulation printed and published within Alameda County, and the Clerk of the Commission shall attest to such adoption and publication of this Ordinance. This Ordinance shall become effective thirty (30) days after adoption.

PASSED AND ADOPTED by the Commission of the Alameda County Transportation Commission on July 23, 2015 by the following vote:

AYES:

NOES:

EXCUSED:

Date Published: \_\_\_\_\_

Attested to:

Dated: \_\_\_\_\_

\_\_\_\_\_  
Clerk of the Commission

**APPENDIX A**  
**SCHEDULE OF PENALTIES**

(as adopted by the Commission on March 26, 2015)

Toll Evasion Penalty: \$25 (plus original toll)

Delinquent Penalty: \$70 (\$25 Toll Evasion Penalty plus \$45 late fee; plus original toll).  
If toll is paid within 15 days, penalty is reduced to \$25.

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# Memorandum

9.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** June 18, 2015

**SUBJECT:** Safe Routes to Schools Contract Amendment

**RECOMMENDATION:** Approve and authorize the Executive Director to execute Amendment No. 1 to Professional Services Agreement No. A13-0001 with Alta Planning + Design, Inc. for an additional \$600,000 for a total not-to-exceed amount of \$5,200,000 for project implementation of the Safe Routes to School Program.

## Summary

Alameda County Safe Routes to Schools Program (SR2S) Program is a countywide program that promotes and encourages safe walking and bicycling to school, as well as carpooling and public transit use. As part of the Metropolitan Transportation Commission's Climate Initiatives program, the nine year-old Alameda County SR2S Program has expanded and reaches over 130 actively participating schools across the county during the 2014-15 school year, engaging students from kindergarten through 12th grade. Staff is requesting approval of an amendment to the consultant contract for the team which administers the SR2S program, to allow the program to continue and expand for the 2015-16 school year, with a target of expanding the Program to a total of 185 Alameda County public schools. This would represent over 60% of all public schools in the County, and a 17% increase in schools served by the current Program.

During the Programs and Projects Committee's consideration of this item, the PPC requested further information from staff regarding the SR2S Program and the potential for related capital improvements. Since staff did not have the information readily available at the PPC meeting, the PPC forwarded the matter to the Commission for consideration without taking action to recommend approval of the requested amendment. The information requested by the PPC is included below, under *additional information requested*.

## Discussion

The Alameda County SR2S program promotes safe and healthy transportation choices for parents and children. The program began in 2006 as a pilot at four schools, funded with a Caltrans SR2S grant and Measure B funds. Since then, the program has expanded dramatically; in 2014-2015 it reached more than 130 actively participating and engaged schools across Alameda County. The current program is administered by the Alameda CTC

and funded by Federal Congestion Mitigation and Air Quality funds (CMAQ), Federal Surface Transportation Program funds (STP), and local Measure B funds.

The Alameda County SR2S program was primarily structured around three big events: International Walk and Roll to School Day in October, the Golden Sneaker Contest in March, and Bike to School Day in May. The program has seen an increased participation and engagement of students for these events throughout the County. To maintain the enthusiasm generated by these coordinated events, Alameda County SR2S worked with schools to organize ongoing walking and biking activities.

In 2012, Alameda CTC launched the BikeMobile, a free mobile bicycle repair service. This service is independent of, but coordinated with, Alameda County SR2S programs. Since 2012, the BikeMobile made 450 visits throughout Alameda County, including 270 visits at schools participating in Alameda County's Safe Routes to Schools program. The BikeMobile made over 8,000 repairs, and follow-up surveys indicate bicycle ridership has more than doubled at these locations after the visits. In addition, many bike shops have seen an increase in cycle use and are increasing their partnership and support of the program.

During the 2014-2015 school year, the high school program shifted into a fully integrated aspect of the Alameda County SR2S program and expanded to reach eight high schools. Integrating the SR2S program into existing clubs and classes has helped establish the program activities as part of the ongoing school curriculum. In addition, there is a demonstrated level of interest and enthusiasm, via a High School Youth Task Force, in the topic area of public health and the environment, and about projects that impact behavior changes which the program encourages.

The primary goal of the Alameda County SR2S program is to increase the percentage of students that travel to and from school by walking, biking, carpooling, school bus and transit. To measure these changes, the program has conducted student hand tallies and parent surveys since 2008. Beginning the spring semester 2012, the evaluation effort expanded, with all schools enrolled in the comprehensive program asked to complete standardized surveys which provides a basis to measure mode shift.

During the 2014-2015 school year, Alameda County SR2S focused on the following improvements and new items:

- Strengthening the program evaluation by collecting more data and continuing to build data collection into programming.
- Expand participation at the three key events (International Walk and Roll to School Day in October, the Golden Sneaker Contest in March, and Bike to School Day in May).
- Provide two new outreach programs: pedestrian safety rodeos and a theatre show focused on pedestrian and bicycle safety skills for elementary students.

- Provide and present information to School Districts and Cities about the program in their respective jurisdiction to facilitate better coordination and further growth of the program.
- Developing a new pilot program, "Transit Ambassador Program", targeted to reduce drive-alone trips in two high schools and gathering information from targeted schools in each planning area.
- Developing new pilot mapping infrastructure to gather most traveled routes to school

Key highlights of the proposed 2015-2016 program should the amendment be approved, are as follow:

- K-8 Program to operate comprehensive SR2S programs in a minimum of 170 schools (an increase from 130 schools)
- High School program, to operate in a minimum of 12 schools (an increase from 8 schools)
- Implement a technology based trip tracking system at 50 school sites that will gather trip information and generates real-time statistics on school performance related to CO2, calories, miles and gas savings
- Providing the opportunity to increase the offerings of the BikeMobile
- Develop a resource based model to expand opportunities for participation, develop long-term sustainability, and reach more schools in Alameda County
- Provide integration and support with the forth-coming Affordable Student Transit Pass Program

Alameda CTC staff proposes to amend the current contract for the Alameda County SR2S program by \$600,000 for a not-to-exceed amount of \$5,200,000.

### **Additional Information Requested by Programs and Projects Committee**

As noted above, the PPC requested further information from staff regarding the SR2S Program during the PPC's consideration of the item. Rather than delay consideration of this matter until July, the PPC forwarded the matter to the Commission for action, and requested that staff provide the Commission with specific information regarding the Program. Responses to the PPC's questions and concerns, as follows, will be provided during the presentation.

- Where have site assessments been performed, how many, and when?
- Has mode shift by school location been tracked?
- Where will the additional schools for 2015-16 be located?
- How much of the cost is attributed to consultant costs?
- Why doesn't the program redirect existing funding for capital improvements and a crossing guard program?

## **Fiscal Impact**

The action will encumber \$600,000 of Project grant funds (STP/CMAQ funds, and local Measure B matching funds) which is subject to approval of the FY2015-16 Budget.

## **Staff Contact**

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