



Finance and Administration Committee Meeting Agenda Monday, April 9, 2018, 8:30 a.m.

Committee Chair: Scott Haggerty, Alameda County, District 1 Executive Director: Arthur L. Dao
Vice Chair: Luis Freitas, City of Newark Staff Liaison: [Patricia Reavey](#)
Members: Wilma Chan, David Haubert, Teddy King, Jerry Thorne Clerk of the Commission: [Vanessa Lee](#)
Ex-Officio: Richard Valle, Pauline Cutter

1. Call to Order/Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Consent Calendar

Page/Action

- | | | |
|--------------------------------------------------------------------|---|---|
| 4.1. Approve February 12, 2018 FAC Meeting Minutes | 1 | A |
| 4.2. 2017 Alameda CTC Annual Report | 7 | I |

5. Regular Matters

- | | | |
|----------------------------------------------------------------------------|----|---|
| 5.1. Approve the Proposed FY2017-18 Mid-Year Budget Update | 25 | A |
|----------------------------------------------------------------------------|----|---|

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, May 14, 2018

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.

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Alameda CTC Schedule of Upcoming Meetings:

Commission Chair
Supervisor Richard Valle, District 2

Commission Vice Chair
Mayor Pauline Cutter,
City of San Leandro

AC Transit
Board President Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Director Rebecca Saltzman

City of Alameda
Mayor Trish Spencer

City of Albany
Councilmember Peter Maass

City of Berkeley
Councilmember Kriss Worthington

City of Dublin
Mayor David Haubert

City of Emeryville
Mayor John Bauters

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember At-Large
Rebecca Kaplan
Councilmember Dan Kalb

City of Piedmont
Vice Mayor Teddy Gray King

City of Pleasanton
Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Description	Date	Time
Alameda County Technical Advisory Committee (ACTAC)	May 10, 2018	1:30 p.m.
Finance and Administration Committee (FAC)	May 14, 2018	8:30 a.m.
I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)		9:30 a.m.
I-580 Express Lane Policy Committee (I-580 PC)		10:00 a.m.
Planning, Policy and Legislation Committee (PPLC)		10:30 a.m.
Programs and Projects Committee (PPC)		12:00 p.m.
Independent Watchdog Committee (IWC)	July 9, 2018	5:30 p.m.
Paratransit Technical Advisory Committee (ParaTAC)	September 11, 2018	9:30 a.m.
Alameda CTC Commission Meeting	April 26, 2018	2:00 p.m.
Paratransit Advisory and Planning Committee (PAPCO)	May 21, 2018	1:30 p.m.
Bicycle and Pedestrian Community Advisory Committee (BPAC)	June 28, 2018	5:30 p.m.

All meetings are held at Alameda CTC offices located at 1111 Broadway, Suite 800, Oakland, CA 94607. Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org).

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Finance and Administration Committee
Meeting Minutes
Monday, February 12, 2018, 10:30 a.m.

4.1

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

1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Carson.

Subsequent to the roll call:

Commissioner Carson arrived during item 5.1.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve the November 13, 2017 FAC meeting minutes.

4.2. Receive the FY2017-18 Second Quarter Report of Claims Acted Upon Under the Government Claims Act.

4.3. Approve an Update to Independent Watchdog Committee Bylaws.

4.4. Approve Commissioner Travel to the California Association of Councils of Governments Regional Leadership Forum.

Commissioner Thorne moved to approve the Consent Calendar. Commissioner Ortiz seconded the motion. The motion passed with the following votes:

Yes: Haubert, Ortiz, Spencer, Thorne, King, Haggerty, Cutter, Kaplan, Valle

No: None

Abstain: None

Absent: Carson

5. Regular Matters

5.1. Approve the Alameda CTC FY2017-18 Second Quarter Investment Report.

Lily Balinton recommended that the Commission approve the Alameda CTC FY2017-18 Second Quarter Investment Report. She stated that Alameda CTC's investments are in compliance with the agency's investment policy and the portfolios have met the benchmark goals on a yield to maturity basis for the quarter. In addition, Alameda CTC has sufficient cash flow to meet expenditure requirements over the next six months. She provided the following portfolio highlights:

As of December 31, 2017, total cash and investments held by the Alameda CTC was \$522.5 million, an increase of \$61.6 million over June 30, 2017 mostly related to Measure BB sales tax collections and receipt of non-sales tax project reimbursements; during the first quarter of this fiscal year, the Non-Sales Tax fund repaid 1986 Measure B \$10.0 million for loans originally incurred to bridge the cash

flow delay from when project expenditures were paid and when funding grant reimbursements were received; the 1986 Measure B investment balance decreased \$0.1 million due to capital projects expenditures; 2000 Measure B investment balance increased \$15.1 million mainly due to the accumulation of sales tax revenues in the debt service fund which have been set aside to pay the principal and interest payments due on outstanding bonds in March 2018; the 2014 Measure BB investment balance increased \$26.2 million mostly due to the accumulation of sales tax revenue. Many contracts for construction projects as well as agreements for discretionary projects were recently finalized, and it is expected that activity will ramp up soon and invoices will be paid in the third quarter of this fiscal year; the Non-Sales Tax investment balance increased \$20.4 million primarily due to the reimbursement of grant funds which outpaced expenditures as non-sales tax capital projects continue wind down.

Commissioner Spencer asked for an update on changes made to the investment policy as it relates to social responsible investments. Patricia Reavey stated that the Commission approved a motion that instructed staff not to spend any additional time working on the item with the exception that if two or more Commissioners from the different jurisdictions come forward with a written proposal, the FAC will consider the proposal.

Commissioner Kaplan moved to approve this item. Commissioner Carson seconded the motion. The motion passed with the following votes:

Yes: Haubert, Carson, Ortiz, Spencer, Thorne, King, Haggerty, Cutter, Kaplan, Valle
No: None
Abstain: None
Absent: None

5.2. Approve the Alameda CTC FY2017-18 Second Quarter Consolidated Financial Report.

Patricia Reavey recommended that the Commission Approve the Alameda CTC FY2017-18 Second Quarter Consolidated Financial Report. She stated that Alameda CTC's expenditures through December 31, 2017 are within year-to-date budget authority and that the agency remains in a strong financial position. She noted that activity as of December 31, 2017 results in a net increase in fund balance of \$71.5 million due to the accumulation of sales tax revenues in the capital projects and special revenue funds. She also covered highlights of actual revenues and expenditures compared to budget as of December 31, 2017 by expenditure category and stated that Staff has completed the limitations calculations required for both 2000 Measure B and 2014 Measure BB related to salary and benefits and administration costs, and Alameda CTC is in compliance with all limitation requirements.

Commissioner Kaplan asked if sales tax revenue is above projection. Ms. Reavey noted that the current sales tax revenue is almost 10% above year-to-date projections.

Commissioner Ortiz asked how a stock market crash might affect the agency. Ms. Reavey stated that the sales tax revenue is projected very conservatively to mitigate risk related to project funding.

Commissioner Carson asked for the amount of funding that is set aside in reserve. Ms. Reavey stated that the Commission has adopted a general fund balance reserve policy for which targets have been demonstrated in the adopted budget and have been met. Specific information related to reserves will be included in the staff report for Commission approval.

Commissioner Carson asked where the reserve is kept and how much interest is accrued. Ms. Reavey stated that the reserve balance is in maintained in the general fund and the return fluctuates based on investments, but was approx. in the 0.75 range over the last year.

Commissioner Carson asked for information on any policy to spend down the reserve. Ms. Reavey stated that the reserve is used to mitigate risk and would only be spent in the event of substantial litigation or risk mitigation, items which would come before the Commission for approval.

Commissioner Carson wanted more information on potential litigation. Neal Parish, legal counsel from Wendel Rosen Black and Dean, noted that legal counsel's work on actual lawsuits is very limited and that insurance is used to cover the majority of claims received by the agency.

Commissioner Cutter asked if the reserve could be used for the East Bay BRT project. Mr. Dao noted that AC transit is the project sponsor, and therefore, any risk associated with the project is the responsibility of the project sponsor.

Commissioner Haubert moved to approve the item. Commissioner Thorne seconded the motion. The motion passed with the following vote:

Yes: Haubert, Carson, Ortiz, Spencer, Thorne, King, Haggerty, Cutter, Kaplan, Valle
No: None
Abstain: None
Absent: None

5.3. Adopt a Resolution Declaring Commissioners Deemed Employees for Workers' Compensation Purposes.

Patricia Reavey recommended that the Commission adopt a Resolution Declaring Commissioners Deemed Employees for Workers' Compensation Purposes. She noted that Alameda CTC contracts with the Special District Risk Management Authority (SDRMA) for insurance coverage. The SDRMA was recently notified by their excess carrier that members of their Workers' Compensation program need to pass a new resolution if they would like to continue covering Governing Body members. The new resolution declares that the Commission wishes to extend Workers' Compensation coverage as provided by State law to all members of the Governing Body of the Alameda CTC.

Commissioner Thorne moved to approve this item. Commissioner Ortiz seconded the motion. The motion passed with the following votes:

Yes: Haubert, Carson, Ortiz, Spencer, Thorne, King, Haggerty, Cutter, Kaplan, Valle
No: None
Abstain: None
Absent: None

5.4. Approve the Alameda CTC meeting schedule for the 2018 Calendar year.

Patricia Reavey recommended that the Commission approve the Alameda CTC meeting schedule for the 2018 calendar year. Mr. Dao noted that the meeting starting times will be changed as described in the attachment and he also noted that Committee assignments will be sent out within the week.

Commissioner Valle proposed changing the time of the Finance and Administration Committee (FAC) to 8:30 am as opposed to 1:30 p.m.

Commissioner Haggerty moved to approve this item with the amendment to move the FAC time to 8:30 am. Commissioner Valle seconded the motion. The motion passed with the following votes:

Yes: Haubert, Carson, Ortiz, Spencer, Thorne, King, Haggerty, Cutter, Kaplan, Valle
No: None
Abstain: None
Absent: None

6. Committee Member Reports

There were no committee reports.

7. Staff Reports

There were no staff reports

8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, March 12, 2018 at 8:30a.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission

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Memorandum

4.2

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

DATE: April 2, 2018

TO: Finance and Administration Committee

FROM: Tess Lengyel, Deputy Executive Director of Planning and Policy
Patricia Reavey, Deputy Executive Director of Finance and Administration

SUBJECT: 2017 Alameda CTC Annual Report

Recommendation

This item is to inform the Commission that the 2017 Alameda CTC Annual Report has been prepared and completed for distribution. This item is for information only.

Summary

Alameda CTC prepares an annual report each year, as required in the Public Utilities Code section 180111, on progress made to achieve the objective of improving transportation in Alameda County. The 2017 Annual Report highlights key transportation programs and projects that Alameda CTC plans, funds, and delivers and includes financial information for FY2016-17.

Many of these transportation investments are funded largely through local, voter-approved Measure B and Measure BB sales tax dollars and local, voter-approved Vehicle Registration Fee (VRF) funds. The annual report includes financial information related to Measure B and Measure BB revenues and expenditures for the year ended June 30, 2017, as well as information related to the VRF Program, including the total net VRF revenue from the start of the program, and revenues and expenditures through June 30, 2017.

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

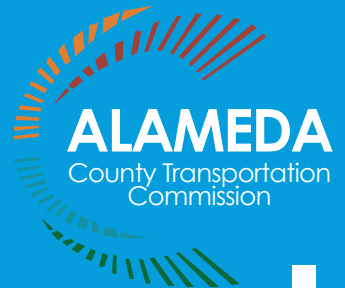
Attachment:

- A. 2017 Alameda CTC Annual Report

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DELIVERING TRANSPORTATION SOLUTIONS



ALAMEDA
County Transportation
Commission

Annual Report 2017

ABOUT ALAMEDA CTC

The Alameda County Transportation Commission (Alameda CTC) plans, funds and delivers transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. Alameda CTC is governed by a 22-member Commission comprised of local elected officials and serves as the county’s congestion management agency.

- **Plan:** Alameda CTC develops multimodal transportation plans to meet the needs of a growing 1.6 million population in 14 cities.
- **Fund:** The agency manages Measure B, Measure BB and Vehicle Registration Fee funds and distributes and leverages additional funds.
- **Deliver:** Alameda CTC’s projects and programs are delivering over \$8 billion in transportation solutions.



Contents:

A Year in Review	3
Solutions for Commuters	4
Solutions for Goods Movement	5
Solutions for Congested Corridors.....	6
Planning for Future Demand.....	7
Solutions for Youth and Adults.....	8
Solutions for Seniors and People with Disabilities	9
Solutions for Local Communities	10
Legislative Successes	11
Measure B, BB and VRF Funds.....	12
Measure B, BB Financials	13
Vehicle Registration Fee Program.....	14



Delivering over
\$3 Billion
in transportation
investments

DELIVERING SOLUTIONS

A Year in Review

2017 was a banner year for transportation. The state legislature passed two key transportation funding bills expected to provide billions of dollars for improvements, and Alameda CTC delivered transportation solutions county-wide — providing congestion relief on major corridors, travel choices for commuters, a student transit pass program and Safe Routes to Schools program for youth, paratransit services for seniors and people with disabilities, and complete streets and bicycle and pedestrian improvements for communities.

Significant investments of local funds — Measure BB, Measure B and the Vehicle Registration Fee — allowed Alameda CTC and partners to plan, fund and deliver essential transportation projects and programs that keep people and goods moving. With new state funding sources available, we continue to leverage local funds to invest in transportation system improvements throughout Alameda County.

We continue to work to provide transportation solutions to make your trips to work, school, services and other destinations safer, easier and more convenient.



Arthur L. Dao
Executive Director

Celebrating Measure BB Third Anniversary

Alameda County voters passed the Measure BB transportation sales tax in November 2014. Alameda CTC celebrated the third anniversary of Measure BB in November 2017 and is keeping its pledge to residents and businesses throughout Alameda County by delivering essential transportation improvements.

These enhancements to Alameda County's transportation system include upgraded and expanded BART service; increased reliability in bus service and expanded access to transit; investments to improve our streets, roads and highways; and expanded safe walking and biking paths.

Major transportation investments will continue, and Measure BB funds are expected to leverage state and regional funding, including Senate Bill 1 and Regional Measure 3, which will be critical to closing funding gaps for many local infrastructure projects to deliver them early.

SOLUTIONS

FOR COMMUTERS

From new express lanes, a rapid bus line and a new BART station, to educating people about their commute choices, Alameda CTC is providing solutions for commuters that improve travel efficiency and provide transportation alternatives.

BART Warm Springs Extension

Measure BB dollars funded the opening of BART's Warm Springs station in south Fremont, which brings BART commuters 5.4 miles closer to Silicon Valley.



Express Lanes

Alameda CTC, in partnership with the California Department of Transportation (Caltrans), awarded a contract for construction of a new I-680 Express Lane that will provide congestion relief on northbound I-680 over the Sunol Grade between Auto Mall Parkway and SR-84. Construction begins in early 2018. Carpoolers will ride for free with a FasTrak Flex.



East Bay Bus Rapid Transit

AC Transit's East Bay Bus Rapid Transit (BRT) construction is underway to provide more reliable and faster travel along heavily traveled transit corridors in Oakland and San Leandro.



Share Your Ride Week

During the week of October 2-6, we launched the first Share Your Ride Week program in Northern California to encourage solo drivers to rethink their commutes and fill empty seats by skipping traffic and hopping on the bus, BART, into a carpool or onto a Rideshare app.



SOLUTIONS

FOR GOODS MOVEMENT

In 2017, Alameda CTC initiated a rail strategy through its Goods Movement Collaborative to ensure efficient connectivity, mobility, safety and emissions reductions in the Bay Area and hosted a Goods Movement Roundtable to plan for the future of goods movement.

Rail Strategy Study

Alameda CTC's countywide rail strategy, developed in 2017, addresses the growing demand for both freight and passenger rail service. The study reviews capacity issues, speed constraints and connectivity problems to identify a strategy to support efficient goods and passenger movement throughout Alameda County while improving safety and minimizing impacts on local communities.

Goods Movement Roundtable

On December 11, 2017, Alameda CTC and the Metropolitan Transportation Commission hosted the Future of Freight Roundtable, which brought together government leaders, business representatives, industry experts and community partners to discuss goods movement in the Bay Area. Topics included the 10-year vision for goods movement investments in the region and planning for the megaregion.

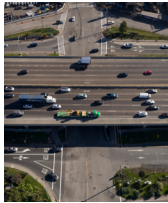


SOLUTIONS

FOR CONGESTED CORRIDORS

Traffic Relief for Congested Corridors

- Oakland-Alameda Access Project:** Alameda CTC, Caltrans and local communities are working together to improve connectivity and access between the cities of Alameda and Oakland. The public provided comments on scope, environmental impacts and project alternatives by October 2017.
- I-80/Ashby Avenue (SR-13) Interchange Improvements:** Constructing a direct connection on westbound I-80 will provide greater access to Emeryville via Shellmound Street. This project will also create safe access for pedestrians and bicyclists over the freeway and connect Emeryville to the San Francisco Bay Trail.
- I-80/Gilman Interchange Project:** In September 2017, Alameda CTC received a \$4.1 million federal Active Transportation Program grant to expedite interchange improvements, reduce congestion and provide safe access for bicycles and pedestrians traveling between the Bay Trail and North Berkeley.
- I-880 North Safety and Operational Improvements at 23rd and 29th Avenues:** A new three-lane overcrossing at I-880 and 29th Avenue improves safety and traffic flow, and reconstruction of the 29th and 23rd Avenue interchanges underway will make goods movement along this key connector route to the Port of Oakland safer and more efficient.
- SR-84 Widening and SR-84/I-680 Interchange Improvements:** Enhancements include widening SR-84 between south of Ruby Hill Drive and the I-680 interchange in southern Alameda County, improving SR-84/I-680 interchange ramps and extending the existing southbound I-680 express lane northward by 2 miles.



PLANNING

FOR FUTURE DEMAND

The Global Opportunities at the Port of Oakland (GoPort) Project will help address congestion within the Port of Oakland and at key access points. Two corridor studies that began in 2017 will determine the best strategies for increasing safety for all travelers while accommodating future growth.

- GoPort Project:** The Federal Highway Administration awarded Alameda CTC a nearly \$10 million grant for the GoPort Project, which will decrease congestion, increase efficiency of operations, improve air quality in nearby communities and improve truck and rail access to the Port.
- San Pablo Avenue Multimodal Corridor Project:** Advancing out of the Countywide Multimodal Arterial Plan and Countywide Transit Plan, the San Pablo Avenue (State Route 123) Multimodal Corridor Project will develop specific projects within the corridor to improve safety, reduce travel conflicts and improve the multimodal movement of people and goods.
- East 14th Street/Mission and Fremont Boulevards Multimodal Corridor Project:** By conducting a detailed analysis of multimodal mobility within the corridor, the East 14th Street/Mission and Fremont Boulevard Multimodal Corridor Project will identify specific implementable transit priority improvements and pedestrian and bicycle improvements.



SOLUTIONS

FOR YOUTH AND ADULTS

Safety education and using active modes of transportation are emphasized in three of our programs for students, youth and adults.



Affordable Student Transit Pass Program

In fall 2017, we launched the second year of a three-year pilot Affordable Student Transit Pass Program in cooperation with 15 schools in Alameda County reaching 14,000 students. Fully funded by Measure BB, the program makes it easy for students in Oakland, San Leandro, Hayward, Union City and Livermore to travel to and from school and after-school activities with free transit passes.

Alameda County Safe Routes to Schools Program

Ongoing funding for the Alameda County Safe Routes to Schools Program helps thousands of students in more than 200 schools safely walk, bike, roll, carpool or take transit to school in Alameda County each year: Students and families at more than 90 schools participated in the Golden Sneaker Contest in March 2017, 130 schools participated in Bike to School Day on May 11, 2017, and more than 150 schools participated in International Walk and Roll to School Day on October 4, 2017.



Safe Bicycle and Pedestrian Access

Streetscape improvements and gap closures on major countywide trails funded by Measure BB increase access and quality of life for residents and commuters. In late 2017, the public was invited to provide comments as part of the environmental review process regarding the next phase of the East Bay Greenway — from Lake Merritt BART to South Hayward BART.



SOLUTIONS

FOR SENIORS AND PEOPLE WITH DISABILITIES

Alameda CTC's paratransit program enhances mobility and independence for Alameda County's older residents and people with disabilities, whether for work, recreation, social or other types of trips.

Alameda County Paratransit Program

Together, Measure B and Measure BB doubled funding for the countywide paratransit program, investing approximately \$20 million per year in affordable senior shuttles, vans and services that keep seniors and people with disabilities independent. In the spring of 2017, Alameda CTC awarded paratransit grant funds to programs that improve availability, affordability, access to and coordination of transit and paratransit services. Programs include volunteer driver programs, taxi programs, travel training programs and mobility management programs that support greater transportation mobility in Alameda County.



Paratransit Needs Assessment

In June 2017, Alameda CTC completed a paratransit needs assessment to address affordability, access, ride performance and other needs of paratransit riders. Next steps include Alameda CTC and transit providers working together to expand flexible transit options, support discounts and subsidized fare programs, and explore cost-sharing partnerships.



SOLUTIONS

FOR LOCAL COMMUNITIES

Alameda CTC is committed to delivering Measure BB, supporting local jobs and the local economy, and enriching communities.

High-quality Jobs

With the passage of Measure BB, Alameda CTC entered into more than 60 funding agreements with project sponsors totaling approximately \$217 million to support project delivery and implementation of various transportation projects and programs, spurring job creation and supporting local businesses across Alameda County.

In April 2017, Alameda CTC approved the 2018 Comprehensive Investment Plan that programmed \$405 million of funding over a five-year period for a wide range of local transit, bike, pedestrian, highway and infrastructure improvements. In November, Alameda CTC, in partnership with Caltrans, awarded a \$107 million contract for construction of the I-680 Sunol Northbound Express Lane project which will result in local work to begin in early 2018.

Local Project Spotlight

Four projects within Alameda County were recommended for funding through the statewide and regional Active Transportation Programs, which the California Transportation Commission approved in 2017.

- **Alameda CTC**, I-80 Gilman Interchange Bike/Pedestrian Overcrossing and Access Improvements (\$4.2 million).
- **City of Berkeley**, Sacramento Street Complete Streets Improvements (\$1.5 million).
- **City of Oakland**, Oakland Safe Routes to Schools: Crossing to Safety (\$1.9 million).
- **East Bay Regional Parks District**, Doolittle Drive, Bay Trail – Martin Luther King, Jr. Shoreline, Oakland (\$4.0 million).



DELIVERING LEGISLATIVE SUCCESSES

Through its legislative program, Alameda CTC stays active in political processes and initiatives in Sacramento and Washington, D.C. and advocates for bills that positively affect transportation and can leverage local funding.

2017 Legislative Program

Alameda CTC advocated in support of two major bills that passed in 2017 and will provide billions in transportation funding:

- Senate Bill 1 (Beall):** The Road Repair and Accountability Act of 2017, signed by Governor Brown in April and in effect as of November 1, 2017, provides an average of \$5.4 billion per year for state and local transportation to fix roads, freeways and bridges and fund transit and safety. It also provides matching funds for local agencies, including Alameda CTC, to support the investments cities and counties have made in their own regions through voter-approved transportation measures.
- Senate Bill 595 (Beall):** This bill clears the path for a new bridge toll measure — Regional Measure 3 (RM3) — to be placed on the ballot in the Bay Area. If passed by voters, RM3 would fund congestion-relief projects and improve mobility in the bridge corridors.



Senator Jim Beall Honored for Spearheading Key Legislation



Alameda CTC hosted a reception to honor Senator Beall on December 11, 2017.

“The state is a critical partner to help meet our local transportation needs, and Senator Beall has delivered for the entire Bay Area. The passage of these historic measures is the result of his visionary leadership and sophisticated

understanding of the complexities of transportation funding and the connection between transportation and housing that is key for a livable Bay Area.”

— Arthur L. Dao
Alameda CTC Executive Director

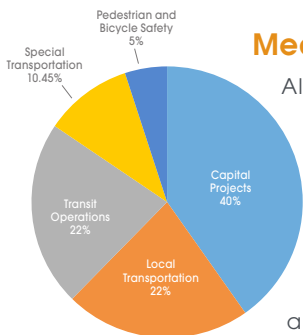
MANAGING FUNDS AND PROGRAMMING

Measure B, Measure BB and Vehicle Registration Fee Funds

Alameda CTC manages and administers local Measure B and Measure BB sales tax funds and Vehicle Registration Fee (VRF) funds and programs regional, state and federal funds to support transportation in Alameda County. These funding streams have allowed Alameda County, the incorporated cities of Alameda County, and transit operators to make progress toward attaining many goals for improvements to transportation in Alameda County. Alameda CTC’s financial information in this annual report covers the period from July 1, 2016 through June 30, 2017. An overall summary appears on the following page.

Independent Audits

Annual independent financial audits are performed to ensure accountability and transparency. An independent watchdog committee reviews audits and prepares a report to the public; 100 percent of the IWC reports concur with the independent auditor’s unqualified or “clean” opinion that expenditures are consistent with voter-approved expenditure plans.



Measure B Funds

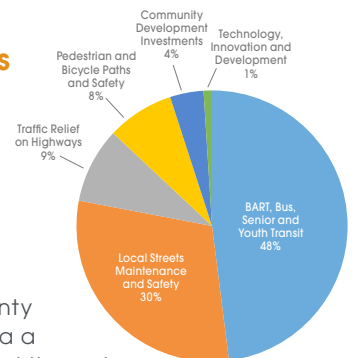
Alameda CTC directly distributes approximately 60 percent of Measure B sales tax funds, net of administrative funds, to the 14 incorporated cities in Alameda County and transit operators via a monthly distribution and through discretionary programs

to fund local transportation programs and projects. The remaining funds, approximately 40 percent, net of administrative funds, supports the capital improvement program for Alameda County.

Measure BB Funds

Alameda CTC directly distributes approximately 65 percent of Measure BB sales tax funds, net of administrative funds, to the 14 incorporated cities in Alameda County and transit operator via a monthly distribution and through discretionary programs to fund local transportation programs and projects.

The remaining funds, approximately 35 percent, net of administrative funds, supports the capital improvement program for Alameda County.



FINANCIALS

Alameda County Transportation Commission Governmental Funds

STATEMENT OF REVENUES,
EXPENDITURES AND CHANGES
IN FUND BALANCES FOR THE
YEAR ENDED JUNE 30, 2017

	General Fund	2000 Measure B Special Revenue Fund	2014 Measure BB Special Revenue Fund	Exchange Fund	2000 Measure B Capital Projects Fund	1986 Measure B Capital Projects Fund	Congestion Management Capital Projects Fund	2014 Measure BB Capital Projects Fund	Nonmajor Governmental Funds	Total Governmental Funds
REVENUES										
Sales tax - 2000 Measure B	\$6,432,187	\$81,766,632	\$ -	\$ -	\$54,738,597	\$ -	\$ -	\$ -	\$ -	\$142,937,416
Sales tax - 2014 Measure BB	5,674,153	-	92,651,888	-	-	-	-	43,527,787	-	141,853,828
Project revenue	6,739,391	68,059	32,110	1,697,560	3,025,153	-	22,039,790	1,068,362	1,925,004	36,595,429
Member agency contributions	1,394,819	-	-	-	-	-	-	-	-	1,394,819
Vehicle registration fees	-	-	-	-	-	-	-	-	13,075,120	13,075,120
Investment income	381,155	97,121	154,183	111,221	269,958	463,616	(10,760)	230,584	232,207	1,929,285
Toll and toll violation revenue	-	-	-	-	-	-	-	-	13,331,445	13,331,445
Other income	7	6,916	6,908	-	-	-	-	-	-	13,831
Total Revenues	20,621,712	81,938,728	92,845,089	1,808,781	58,033,708	463,616	22,029,030	44,826,733	28,563,776	351,131,173
EXPENDITURES										
Current										
Administrative										
Salaries and benefits	3,254,707	315,376	508,903	-	120,807	177,772	89,775	95,346	306,723	4,869,409
Office rent	830,215	-	-	-	-	92,246	-	-	-	922,461
Professional services	2,129,407	352,959	1,212,123	-	2,200	94,072	-	-	286,646	4,077,407
Planning and programming	3,558,212	-	-	-	-	-	-	-	-	3,558,212
Other	636,758	(107,333)	6,908	-	3,814	34,338	-	2,094	212,800	789,379
Allocation of costs to other funds	(213,603)	-	-	-	-	-	213,603	-	-	-
Transportation improvements										
Highways and streets	-	-	-	-	20,838,010	2,921,018	-	25,200,228	-	48,959,255
Public transit	-	41,624,247	42,335,185	-	15,113,133	-	-	2,165,833	-	101,238,399
Local transportation	-	35,543,003	31,008,112	-	692,917	-	-	6,269,939	-	73,513,971
Congestion management	-	-	-	1,697,560	-	-	13,531,562	-	16,667,157	31,896,279
Debt service										
Principal	-	-	-	-	-	-	-	-	20,770,000	20,770,000
Interest	-	-	-	-	-	-	-	-	5,701,351	5,701,351
Capital outlay	-	-	-	-	-	-	7,983,352	-	-	7,983,352
Total Expenditures	10,195,696	77,728,252	75,071,231	1,697,560	36,770,881	3,319,446	21,818,292	33,733,440	43,944,677	304,279,475
EXCESS (DEFICIENCY) OF REVENUES OVER (UNDER) EXPENDITURES	10,426,016	4,210,476	17,773,858	111,221	21,262,827	(2,855,830)	210,738	11,093,293	(15,380,901)	46,851,698
OTHER FINANCING SOURCES										
Transfer in	210,738	-	-	-	-	-	-	-	20,978,333	21,189,071
Transfer out	-	-	-	-	(20,978,333)	-	(210,738)	-	-	(21,189,071)
Total Other Financing Sources (USES)	210,738	-	-	-	(20,978,333)	-	(210,738)	-	20,978,333	-
NET CHANGE IN FUND BALANCES	10,636,754	4,210,476	17,773,858	111,221	284,494	(2,855,830)	-	11,093,293	5,597,432	46,851,698
Fund Balances - Beginning	38,229,613	15,283,511	18,591,593	5,061,439	84,295,261	137,265,307	-	51,368,557	40,579,235	390,674,516
Fund Balances - Ending	\$48,866,367	\$19,493,987	\$36,365,451	\$5,172,660	\$84,579,755	\$134,409,477	\$ -	\$62,461,850	\$46,176,667	\$437,526,214

Vehicle Registration Fee Program

The Vehicle Registration Fee (VRF) Program is funded through a \$10 vehicle registration fee that funds local transportation improvements throughout Alameda County. The goal is to support transportation investments that sustain the county's transportation network and reduce traffic congestion and vehicle-related pollution. The VRF Program supports improvements such as pavement rehabilitation, pothole repair, street maintenance, transit access enhancements and bicycle/pedestrian infrastructure.

Collections for the VRF program began in spring 2011. Annually, the VRF Program generates approximately \$12 million, net of 5 percent administrative funding, for direct local distribution programs implemented by eligible recipients and for discretionary projects. The net VRF revenue from the start of the program in FY2010-11 through the end of FY2016-17 amounts to \$73.12 million.

Alameda CTC distributes the majority (60 percent) of VRF program funds directly to 14 cities and Alameda County by formula to support their Local Road Improvement and Repair Programs. These local programs prioritize street and road improvements that have a relationship or benefit to motor vehicle owners who pay the vehicle registration fee and include street resurfacing and maintenance, signal work and complete streets improvements. The remaining 40 percent of VRF Program funds are programmed and allocated through a discretionary process approved by the Alameda CTC Commission for Transit for Congestion Relief, Local Transportation Technology and Pedestrian and Bicycle Access and Safety Programs.



Vehicle Registration Fee (VRF) Program Summary and Distributions

The VRF Program distributions include an equitable fund distribution among the four geographic sub-areas of the county. Geographic equity is measured by formula weighted 50 percent by population of planning area and 50 percent of registered vehicles by planning area. The equity of fund distribution measured cumulatively over the five years of anticipated revenue from FY2016-17 to FY2020-21 is currently within 11 percent of the equity target of the anticipated revenues for that period.

The summary table below depicts the fund distribution to four specific programs and includes revenues and expenditures by program through June 30, 2017.

VRF Programs	Percent Distribution	Revenue to Date (x \$1 M)	Expenditures to Date (x \$1 M)	Committed, Not Yet Expended (x \$1 M)
Local Road Improvement and Repair Program	60%	\$43.87	\$43.87	\$0.00
Transit for Congestion Relief Program	25%	\$18.28	\$3.30	\$14.98
Local Transportation Technology Program	10%	\$7.31	\$7.31	\$0.00
Pedestrian/Bicyclist Access and Safety Program	5%	\$3.66	\$0.69	\$2.97
Total (through June 30, 2017)	100%	\$73.12	\$55.17	\$17.95

VRF Planning Area Distributions

In April 2017, Alameda CTC programmed approximately \$9 million in VRF discretionary funds as part of the Comprehensive Investment Plan to various projects across Alameda County. These projects include AC Transit Rapid Bus Corridor upgrades along the San Pablo and Telegraph Corridors, transit-only lanes in Berkeley, streetscape improvements in Oakland and the construction of a park-and-ride facility in Pleasanton. Future discretionary funding programming efforts will aim to normalize fund distributions across the planning areas.

VRF Programming (FY2016-17 to FY2020-21)	Alameda County Planning Areas			
	PA1: North	PA2: Central	PA3: South	PA4: East
Current Programming	49%	22%	16%	13%
Equity Formula Target	38%	25%	22%	15%

Commission Members

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Alameda County Supervisor
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Vice Chair:

San Leandro Mayor
Pauline Cutter

AC Transit

Board President Elsa Ortiz

Alameda County, District 1

Supervisor Scott Haggerty

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Councilmember Dan Kalb

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Rebecca Kaplan

City of Piedmont

Vice Mayor Teddy Gray King

City of Pleasanton

Mayor Jerry Thorne

City of Union City

Mayor Carol Dutra-Vernaci



www.AlamedaCTC.org

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Oakland, CA 94607



Memorandum

5.1

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DATE: April 2, 2018

TO: Finance and Administration Committee

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

SUBJECT: FY2017-18 Mid-Year Budget Update

Recommendation

It is recommended that the Commission approve the Proposed FY2017-18 Mid-Year Budget Update as presented.

Summary

The proposed update to the fiscal year 2017-2018 (FY2017-18) budget is a balanced, sustainable budget that was developed to reflect changes to actual fund balances, and projected revenues and expenditures on projects and programs since the original budget was adopted in May 2017.

The proposed budget update includes an increase of \$127.7 million to actual audited FY2016-17 fund balances rolled forward into FY2017-18 for a total beginning fund balance of \$437.5 million. It also contains revenues totaling \$364.8 million of which sales tax revenues comprise \$298.0 million. The total revenue amount proposed is an increase of \$43.7 million over the currently adopted budget mostly related to external funding sources in the capital project funds which were adopted in the FY2016-17 budget, but have rolled forward to the FY2017-18 budget because they had not yet been utilized by the end of fiscal year 2016-2017 (FY2016-17) and an increase in sales tax revenue projections.

Revenues are offset in the proposed budget update by \$461.6 million in total expenditures of which \$219.9 million, or 48 percent, are allocated for capital project expenditures and \$5.6 million, or 1 percent, is allocated for salaries and benefits. The total salaries and benefits amount proposed in this budget update is an increase of \$0.15 million over the currently adopted budget due to a change in the way in which Sunol Smart Carpool Lane JPA salaries and benefits are budgeted. Salaries and benefits expenditures are nominal as compared to total expenditures. The total expenditure amount is an increase of \$149.5 million over the

currently adopted budget. This significant increase is due to the adjustment for the capital roll forward balance from FY2016-17, an estimate of which was included and approved in the originally adopted FY2017-18 budget on the capital spreadsheets but could not be pulled to the consolidated Alameda CTC budget spreadsheet until final fund balance roll forward amounts were updated based on the audited Comprehensive Annual Financial Report (CAFR) for the year ended June 30, 2017. This CAFR was approved by the Commission in December 2017.

Capital projects fund revenues and expenditures that appeared on the consolidated Alameda CTC Budget sheet in the adopted budget for FY2017-18 when the budget was adopted in May 2017 did not include the roll forward revenue and expenditure balances because these amounts were still included in the approved budget and projected ending fund balance for FY2016-17. During the mid-year budget update process, the roll forward fund balances are updated to actual based on the audited financial statements. Therefore, the capital budget revenues and expenditures amounts on the consolidated budget spreadsheet for the mid-year budget update include the full capital budget including both the actual roll forward balances from FY2016-17 and any additional requested capital budget for FY2017-18. This methodology ensures accurate and reliable fund balance information in Alameda CTC's budget process.

The update of the audited fund balances from FY2016-17 and the projected revenue and expenditure totals constitute a net increase in the projected ending fund balance of \$21.9 million and a projected consolidated ending fund balance of \$340.8 million. In line with the I-580 Express Lanes Expenditure Plan coming before the I-580 Express Lane Policy Committee today, a contribution has been made in this budget towards future maintenance needs on the I-580 Express Lanes of \$5.0 million, and the Fund Balance/Operational Reserve has increased to \$13.7 million. The Agency's overall Fund Balance/Operational Reserve has increased inclusive of the I-580 Express Lanes reserve by a total of \$21.2 million to \$55.5 million based on the adopted fund balance reserve policy.

Consistent with the 2018 Comprehensive Investment Plan approved by the Commission in April 2017, this budget update includes revenues and expenditures necessary to develop and implement vital planning projects and programs in Alameda County, and it contains revenues and expenditures necessary to fund and deliver significant capital projects intended to expand access and improve mobility in Alameda County.

The 2000 Measure B and Measure BB Limitation ratios required by the Transportation Expenditure Plans and the Public Utilities Code were calculated based on the proposed updated budgeted revenues and expenditures and were found to be in compliance with all requirements.

Background

Development of the FY2017-18 budget and this proposed budget update were centered on the vision and goals for transportation established in the Comprehensive Investment Plan. The objective was to develop a budget that would enable the Alameda CTC to plan, fund

and deliver transportation programs and projects that expand access and improve mobility in Alameda County. This was accomplished by devoting available resources to identify transportation needs and opportunities in the County and formulate strategies and solutions; by providing the funding necessary to evaluate, prioritize, and fund programs and projects; and by funding the delivery of quality programs and projects so they could be completed on schedule and within budget.

Fiscal Impact: The fiscal impact of approving the proposed FY2017-18 budget update would be to allow the roll forward of audited fund balances from FY2016-17 of \$127.7 million, provide additional resources of \$43.7 million and authorize additional expenditures of \$149.5 million, reflecting an overall increase in fund balance of \$21.9 million for a projected ending fund balance of \$340.8 million.

Attachments:

- A. Alameda CTC FY2017-18 Proposed Mid-Year Budget Update
- B. Capital Projects FY2017-18 Proposed Mid-Year Budget Update

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**Alameda CTC FY2017-18
Proposed Mid-Year Budget Update**

	General Funds Proposed	I-580 Express Lanes Fund Proposed	Special Revenue Proposed	Exchange Fund Proposed	Debt Service Fund Proposed	Capital Project Funds Proposed	Inter-Agency Adjustments/ Eliminations Proposed	Total Proposed Budget	Proposed Adjustments	Currently Adopted Budget
Beginning Fund Balance	\$ 48,866,367	\$ 11,052,018	\$ 80,260,993	\$ 5,172,660	\$ 10,723,094	\$ 281,451,082	\$ -	\$ 437,526,214	\$ 127,686,696	\$ 309,839,518
Revenues:										
Sales Tax Revenues	\$ 12,665,000	\$ -	\$ 184,224,476	\$ -	\$ -	\$ 101,110,524	\$ -	\$ 298,000,000	\$ 16,000,000	\$ 282,000,000
Investment Income	485,000	200,000	710,000	50,000	-	2,800,000	-	4,245,000	1,515,000	2,730,000
Member Agency Fees	1,394,819	-	-	-	-	-	-	1,394,819	-	1,394,819
VRP Funds	-	-	12,000,000	-	-	367,602	(367,602)	12,000,000	-	12,000,000
Toll Revenues	-	11,500,000	-	-	-	-	-	11,500,000	3,500,000	8,000,000
Other Revenues	-	2,000,000	31,250	-	24,618,083	-	(24,649,333)	2,000,000	2,000,000	-
Regional/State/Federal Grants	3,750,527	-	4,340,027	-	-	7,977,211	-	16,067,765	8,868,266	7,199,499
Local and Other Grants	2,913	-	-	7,548,543	-	16,163,012	(4,096,107)	19,618,362	11,808,467	7,809,895
Total Revenues	18,298,259	13,700,000	201,305,753	7,598,543	24,618,083	128,418,350	(29,113,042)	364,825,945	43,691,733	321,134,213
Expenditures:										
<u>Administration</u>										
Salaries and Benefits	2,087,443	-	-	-	-	60,050	-	2,147,493	50,489	2,097,004
General Office Expenses	1,545,733	-	3,000	-	-	147,877	(3,000)	1,693,609	28,400	1,665,209
Travel Expense	42,300	-	-	-	-	2,700	-	45,000	-	45,000
Debt Service	-	-	-	-	26,473,250	24,618,083	(24,618,083)	26,473,250	-	26,473,250
Other Administration	3,254,236	-	7,000	-	-	143,940	-	3,405,176	548,926	2,856,250
Commission and Community Support	252,750	-	28,250	-	-	-	(28,250)	252,750	-	252,750
Contingency	194,000	-	-	-	-	6,000	-	200,000	-	200,000
<u>Operations</u>										
Salaries and Benefits	-	288,536	-	-	-	-	-	288,536	94,241	194,295
Other Operating Expenditures	-	5,220,000	-	-	-	-	-	5,220,000	(2,185,000)	7,405,000
Non-Operating Expenditures	-	493,727	-	-	-	-	-	493,727	493,727	-
<u>Planning</u>										
Salaries and Benefits	681,548	-	-	-	-	-	-	681,548	(65,718)	747,266
Planning Management and Support	482,489	-	-	-	-	-	-	482,489	482,489	-
Transportation Planning	1,799,232	-	-	-	-	-	-	1,799,232	4,418	1,794,814
Congestion Management Program	575,445	-	-	-	-	-	-	575,445	-	575,445
Other Planning Projects	-	-	-	-	-	-	-	-	-	-
<u>Programs</u>										
Salaries and Benefits	122,898	-	1,469,661	22,618	-	-	(189,341)	1,425,835	(42,401)	1,468,237
Programs Management and Support	2,664	-	1,816,799	4,275	-	-	-	1,823,738	14,738	1,809,000
Safe Routes to School Programs	-	-	2,189,837	-	-	-	-	2,189,837	405,236	1,784,601
VRP Programming	-	-	13,265,602	-	-	-	-	13,265,602	(788,398)	14,054,000
Measure B/BB Direct Local Distribution	-	-	153,982,845	-	-	-	-	153,982,845	8,267,536	145,715,309
Grant Awards	-	-	13,574,744	-	-	-	-	13,574,744	(4,053,084)	17,627,828
TFCA Programming	-	-	4,149,584	-	-	-	-	4,149,584	2,461,800	1,687,785
CMA TIP Programming	-	-	-	7,521,650	-	-	-	7,521,650	715,253	6,806,397
<u>Capital Projects</u>										
Salaries and Benefits	-	-	-	-	-	1,170,903	(123,957)	1,046,946	116,366	930,580
Project Management and Support	-	-	-	-	-	2,968,334	-	2,968,334	(414,446)	3,382,780
Capital Project Expenditures	-	-	-	-	-	220,326,096	(4,463,709)	215,862,387	143,321,272	72,541,115
<u>Indirect Cost Recovery/Allocation</u>										
Indirect Cost Recovery - Cap., Spec. Rev. & Exch. Funds	(313,298)	-	-	-	-	-	313,298	-	-	-
Total Expenditures	10,727,439	6,002,263	190,487,322	7,548,543	26,473,250	249,443,983	(29,113,042)	461,569,757	149,455,844	312,113,914
Net Change in Fund Balance	7,570,820	7,697,737	10,818,430	50,000	(1,855,167)	(121,025,633)	-	(96,743,812)	(105,764,111)	9,020,299
Projected Ending Fund Balance	56,437,187	18,749,755	91,079,423	5,222,660	8,867,927	160,425,449	-	340,782,402	21,922,585	318,859,817
Maintenance Contributions		5,000,000						5,000,000	5,000,000	-
Fund Balance/Operational Reserves	41,784,187	13,749,755						55,533,942	21,215,240	34,318,702
Projected Net Fund Balance	\$ 14,653,001	-	\$ 91,079,423	\$ 5,222,660	\$ 8,867,927	\$ 160,425,449	\$ -	\$ 280,248,460	\$ (4,292,655)	\$ 284,541,115

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**Capital Projects
FY2017-18 Proposed Mid-Year Budget Update**

	(A)	(B)	(C)	(D)	(E)	(C) + (D) + (E) = (F)	Funding			
	Adopted FY 2016-17 Capital Budget	Actual FY 2016-17 Expenditures	FY 2016-17 Rollover to FY 2017-18	Adopted FY 2017-18 Original Capital Budget Request	FY 2017-18 Capital Budget Adjustment	FY 2017-18 Capital Budget w/ Actual Rollover	Total Local	Total Regional	Total State	Total Federal
1986 Measure B Capital Program	\$ 25,956,276	\$ 2,999,755	\$ 22,956,521	\$ 581,702	\$ (1,140,325)	\$ 22,397,898	\$ 22,397,898	\$ -	\$ -	\$ -
2000 Measure B Capital Program	86,024,157	36,764,867	49,259,290	18,375,817	17,296,291	84,931,398	84,059,593	-	-	871,805
2014 Measure BB Capital Program	74,344,249	33,731,349	40,612,900	57,646,771	1,768,241	100,027,913	98,737,215	-	-	1,290,697
Non-Sales Tax Capital Program	58,705,988	21,818,289	36,887,699	19,792,321	(39,571,897)	17,108,123	11,293,414	3,443,223	2,371,486	-
	<u>\$ 245,030,671</u>	<u>\$ 95,314,260</u>	<u>\$ 149,716,411</u>	<u>\$ 96,396,612</u>	<u>\$ (21,647,690)</u>	<u>\$ 224,465,333</u>	<u>\$ 216,488,121</u>	<u>\$ 3,443,223</u>	<u>\$ 2,371,486</u>	<u>\$ 2,162,502</u>

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