



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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City of Oakland

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City of Pleasanton
Mayor Jerry Thome

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol DuTra-Vernaci

Executive Director
Arthur L. Dao

Programs and Projects Committee

Monday, June 08, 2015, 12:00 p.m.

**1111 Broadway, Suite 800
Oakland, CA 94607**

Mission Statement

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

Public Comments

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

Recording of Public Meetings

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

Reminder

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

Glossary of Acronyms

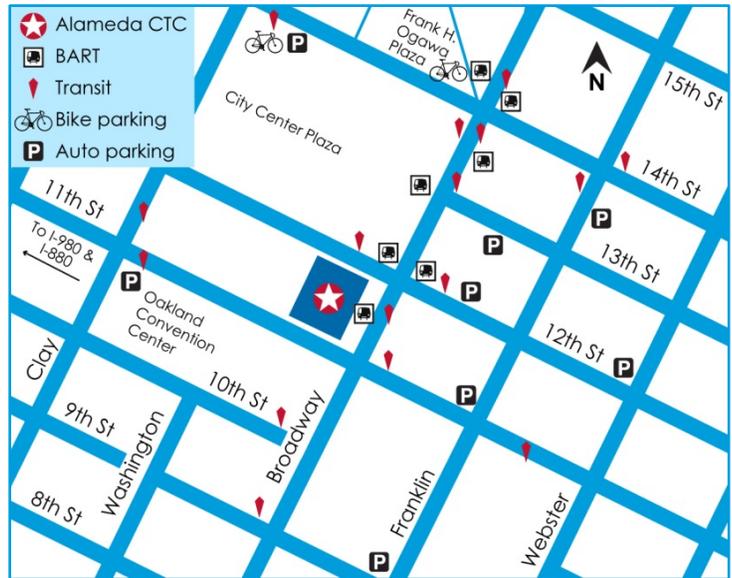
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

Alameda CTC

1111 Broadway, Suite 800
Oakland, CA 94607

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



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

Accessibility

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



Meeting Schedule

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

Paperless Policy

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

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Programs and Projects Committee Meeting Agenda

Monday, June 8, 2015, 12 p.m.

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

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

Chair: Mayor Bill Harrison, City of Fremont
Vice Chair: Carol Dutra-Vernaci, Union City
Commissioners: Pauline Cutter, Luis Freitas, Nate Miley, Laurie Capitelli, Barbara Halliday
Ex-Officio Members: Scott Haggerty, Rebecca Kaplan
Staff Liason: James O'Brien
Executive Director: Arthur L. Dao
Clerk: Vanessa Lee

4. Consent Calendar

Page A/I

4.1. [May 11, 2015 PPC Meeting Minutes](#)

1 A

Recommendation: Approve the May 11, 2015 PPC meeting minutes.

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

3 I

5. Programs and Projects

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

9 A

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

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

13 A

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.

5.3. [Altamont Commuter Express Baseline Service Plan for Fiscal Year 2015-16](#)

77 A

Recommendation: Approve the Altamont Commuter Express Baseline Service Plan for FY 2015-16.

5.4. [Castro Valley Local Area Traffic Circulation Improvements Project \(PN 509.0, ACTA No. MB241\): Project Funding Agreement with Alameda County](#)

95 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.

5.5. [I-80 Integrated Corridor Mobility Project \(PN 791.0\): Contract Amendment \(Agreement No. A10-0008\) with S&C Engineers](#)

99 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.

- 5.6. [East Bay Greenway \(Coliseum BART to 85th Avenue\) Project \(PN 635.1\): Contract Amendment \(Agreement No. A13-0020\) with Ghirardelli and Associates](#) 103 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.

- 5.7. [Safe Routes to Schools Contract Amendment](#) 107 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

- 5.8. [Administrative Amendments to Various Project Agreements](#) 111 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.

- 5.9. [I-880 to Mission Boulevard East-West Connector Project \(PN 505.0\): Contract Amendment \(Agreement No. AA07-0001\) with TY Lin International](#) 115 A

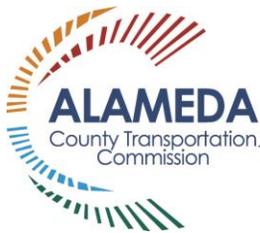
Recommendation: Approve and authorize the Executive Director to execute Amendment No. 2 to the Professional Services Agreement No. A07-0001 with TY Lin International for an additional not-to-exceed amount up to \$4,500,000 for a total not-to-exceed amount of \$20,357,490 and additional time as required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

6. Staff Reports (Verbal)

7. Adjournment

Next Meeting: July 13, 2015

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



Programs and Projects Committee
Meeting Minutes
Monday, May 11, 2015, 12 p.m.

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1. Pledge of Allegiance

2. Roll Call

The Clerk conducted a roll call. All members were present.

Commissioner Peixoto was present as an alternate for Commissioner Halliday.

3. Public Comment

There was one public comment made by Ken Buckowski.

4. Consent Calendar

4.1. April 13, 2015 PPC Meeting Minutes

Commissioner Capitelli moved to approve the Consent Calendar. Commissioner Cutter seconded the motion. The motion passed unanimously.

5. Programs and Projects

5.1. 2016 State Transportation Improvement Program (STIP): Development Schedule and Principles

James O'Brien recommended that the Commission approve the 2016 STIP Development Schedule and Principles. James stated that any new STIP programming capacity is made available in the last two years of the five year STIP period. The 2016 STIP will cover fiscal years 2016-17 to 2020-21 with 2019-20 and 2020-21 being the two new fiscal years added in the 2016 STIP cycle. He stated that the proposed principles for developing the 2016 RTIP Project List include consideration of previously approved STIP commitments and are intended to be consistent with the Comprehensive Investment Plan (CIP) process being employed by the Alameda CTC to improve the connection between the planning and programming of transportation funding in Alameda County.

Commissioner Kaplan asked if we know the STIP amount. James stated that once the State finalizes a revenue projection, staff will know a STIP amount and be able to calculate county shares.

Commissioner Kaplan moved to approve this item. Commissioner Dutra-Vernaci seconded the motion. The motion passed unanimously.

5.2. 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

Arun Goel recommended the Commission approve and authorize the Executive

Director to 1) allocate \$4.5 million of programmed 2000 Measure B funds to the project, 2) terminate Professional Services Agreement No. A08-001 with Electronic Transaction Consultants Corporation (ETCC) on June 30, 2015; and 3) Execute a new Professional Services Agreement with ETCC for Operations and Maintenance, and Capital Improvement services for a not-to-exceed amount of \$3,100,000, subject to I-680 Sunol SMART Carpool Lane Joint Powers Authority approval of FY 2015-16 Operating Budget.

Arun stated ETCC's current contract has served its purpose, completed field installation and three years of operation and maintenance services; all Federal and State grant funds have been expended and funding agreements have been closed out. Arun explained that the I-680 Southbound Express Lane will be modified to incorporate the same tolling equipment as planned for the I-580 Express Lanes to ensure consistency in express lane technology and use by commuters. To continue seamless facility operations and to implement the facility upgrades, it is recommended that the existing contract be terminated and a new one entered into with the same vendor.

Commissioner Frietas moved to approve this item. Commissioner Dutra-Vernaci seconded the motion. The motion passed unanimously.

6. Committee Members

There were no committee member reports.

7. Staff Reports

There were no staff reports.

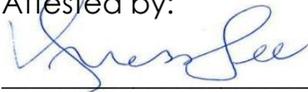
8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, June 08, 2015 @12:00 p.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission



Memorandum

4.2

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

DATE: June 1, 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 five (5) 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 five 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 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.

5. 2014 ATP / City of Berkeley Safe Routes to School project

CTC approved the allocation of \$82,000 ATP funds for the Plans, Specifications and Estimates (PS&E) phase of the City of Berkeley Safe Routes to School project (LeConte Elementary).

Outcome: Allocation will fund the PS&E phase activities of the project.

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

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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
City of Berkeley	2014 ATP / City of Berkeley Safe Routes to School project	Approve allocation of \$82,000 ATP funds for the Plans, Specifications and Estimates (PS&E) phase of the City of Berkeley Safe Routes to School project (LeConte Elementary)	Approved

http://www.catc.ca.gov/meetings/agenda/2015Agenda/2015_05/00x_ETA.pdf

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DATE: June 1, 2015

SUBJECT: Alameda CTC FY2015-16 Comprehensive Investment Plan

RECOMMENDATION: Approve Alameda CTC's FY 2015-16 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.

Staff recommends approval of 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 Comprehensive Investment Plan (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 from a variety of sources. The total amount of project and program funding in the CIP, including funds programmed prior to FY 2015-16, is \$1,222,410.

Attachments

- A. [Alameda CTC FY2015-16 Comprehensive Investment Plan](#)

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

5.2

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

DATE: June 1, 2015

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

RECOMMENDATION: Approve FY 2013-2014 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 funds to submit a compliance report and Audited Financial Statement to Alameda CTC annually. These reports document the receipt and expenditures of Measure B/VRF Direct Local Distribution (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 (FY13-14), 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 FY13-14 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 FY13-14 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 FY13-14 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.

<u>Measure B DLD FY 13-14 Distributions</u>	<u>in Millions</u>
Local Transportation (Streets and Roads) Program	\$ 26.4
Mass Transit Program	\$ 25.1
Paratransit Programs	\$ 10.7
Bicycle and Pedestrian Program	\$ 4.5
Total	\$ 66.7

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 FY13-14, 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 FY13-14, 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 FY11-12 Compliance Report process was the first year of implementing the new MPFA and the Timely Use of Funds policy. The FY13-14 Measure B and VRF Compliance Report process is now in its third year, and continues to monitor the status of fund balances. The combined FY13-14 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 FY 13-14, but not financially captured in the FY 13-14 reporting year. These expenses will be accounted for in the following FY 14-15 reporting year. The combined FY13-14 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.

MB & VRF Capital Reserves	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
FY 13-16	\$52.5 million committed \$17.9 million remaining					
FY 14-17		\$24.3 million committed \$19.5 million remaining				
FY 15-18			\$21.8 million committed \$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 FY 2013-14 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 FY 2014-15 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 (FY 2014-15). The jurisdiction's compliance reports further describe specific planned FY 2014-15 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 FY 2014-15 (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 Direct Local Distribution recipients are found to be in compliance with the programs' requirements. Additional timely use of funds requirements will be evaluated in future years, such as the Capital 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 FY 2013-14
- B. Draft Vehicle Registration Fee Program Compliance Report FY 2013-14
- 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](#), Project Controls Team

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

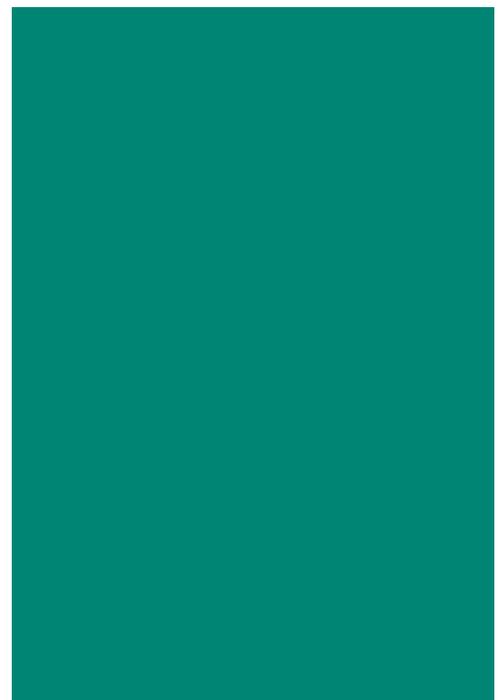


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Introduction



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.

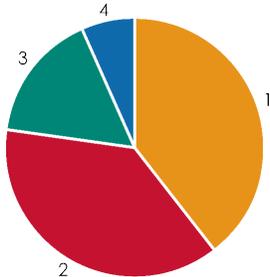
Alameda County jurisdictions rely on Measure B funds for numerous types of projects including bikeways, bicycle parking facilities, pedestrian crossing improvements, intersection and signal improvements, guardrails, street resurfacing and maintenance, bus and ferry operations, rail services, shuttle 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%
Total Distributions	\$66.7	100%

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.

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.



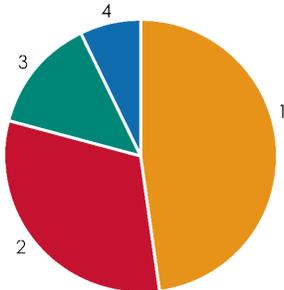
FY 13-14 Measure B Expenditures and Fund Balances

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
Total	\$40,479,144	\$66,662,145	\$200,152	\$63,851,622	\$43,489,819

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 Direct Local Distributions and Discretionary Fund Expenditures



Total Measure B Funds Expended

Dollars in millions

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

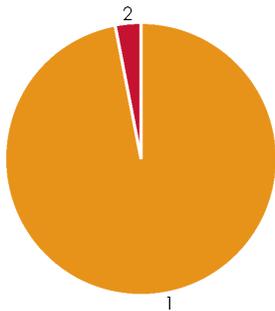
As part of the Annual Program Compliance Reporting process, agencies provided expenditure details on their Measure B expenses. This includes reporting on Measure B Direct Local Distribution expenses and project/program financing using “Other Measure B” funds such as Measure B discretionary grant awards.

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

1 MB DLD Funds	\$63.9	98%
2 MB Discretionary	\$1.5	2%
Total Expended	\$65.4	100%

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.

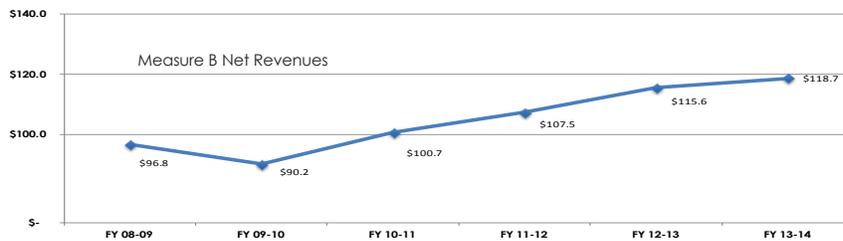
Measure B Revenues and Expenditure Trends

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

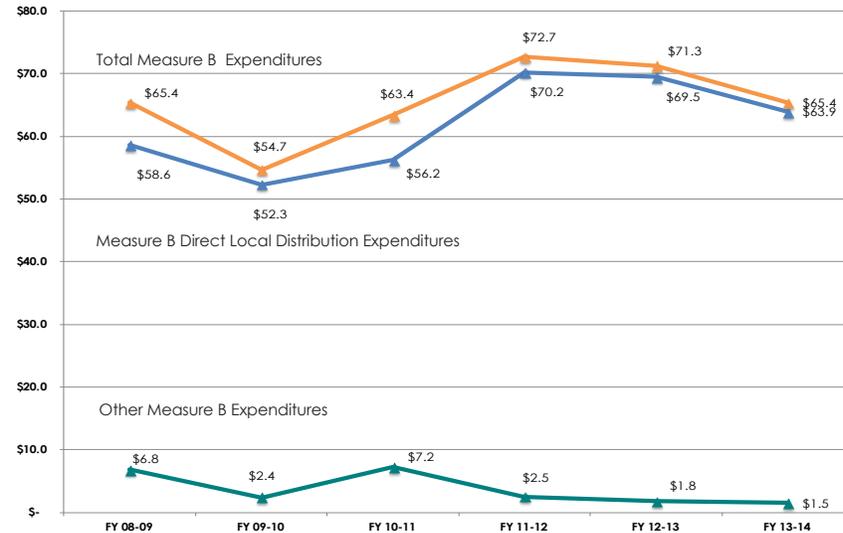
Dollar in millions



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.

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 Pedestrian Fund	Local Streets and Roads Fund	Mass Transit Fund	Paratransit Fund	Total 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
Total	\$5,570,255	\$25,435,491	\$23,893,635	\$10,499,458	\$65,398,839

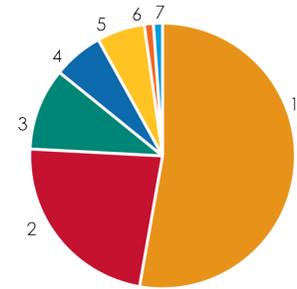
Note: Measure B expenditures by mode include both Direct Local Distributions and grant funds.

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

Phase	Dollars in millions	Percentage
1 Operations	\$34.7	53%
2 Construction	\$14.7	23%
3 Maintenance	\$6.6	10%
4 Project Completion / Closeout	\$4.0	6%
5 Scoping, Feasibility and Planning	\$4.0	6%
6 PS&E	\$0.7	1%
7 Other	\$0.7	1%
Total Expenditures	\$65.4	100%

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.

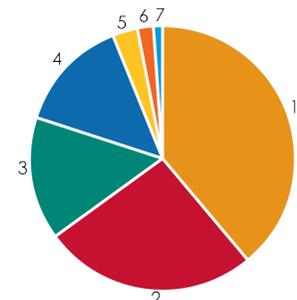
By Project Phase, the majority of the expenses were reported in the Construction Phase in the amount of \$10.0 million (39%). Construction projects include street resurfacing, street reconstruction and overlay, drainage improvements, turn lanes, curb ramps, and stair repairs. An additional \$6.6 million (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)

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.

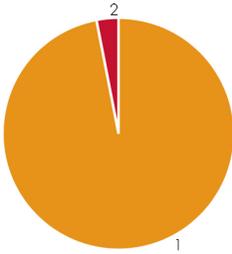


Local Streets & Roads Expenditures by Phase

Dollars in millions

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

Expenditures by Project Phase



Mass Transit Expenditures by Phase

Dollars in millions

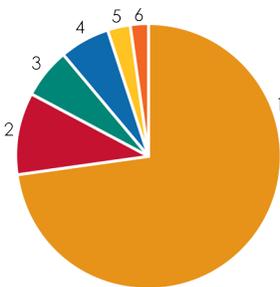
1 Operations	\$23.2	97%
2 Other	\$0.7	3%
Total Expenditures	\$23.9	100%



Paratransit Expenditures by Phase

Dollars in millions

1 Operations	\$10.5	100%
Total Expenditures	\$10.5	100%



Bicycle and Pedestrian Expenditures by Phase

Dollars in millions

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

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 convenient transportation options and community services 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 ADA-mandated 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.

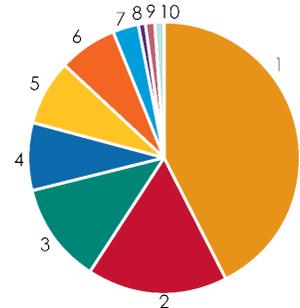
Measure B Expenditures by Project Type

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

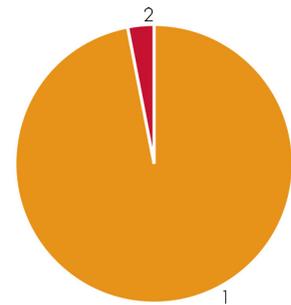
1 Street Resurfacing & Maintenance	\$10.9	43%
2 Staffing	\$4.2	17%
3 Sidewalk and Ramps	\$3.1	12%
4 Signage	\$2.0	8%
5 Other	\$1.9	8%
6 Bridges and Tunnels	\$1.7	7%
7 Traffic Calming	\$0.6	3%
8 Operations	\$0.4	1%
9 Bikeways & Multiuse Paths	\$0.3	1%
10 Pedestrian Crossing Improvements	\$0.3	1%
Total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

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:

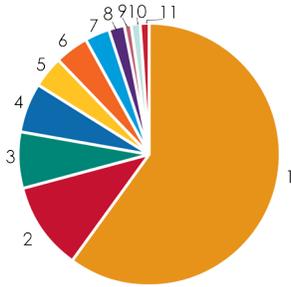
- The Altamont Commuter Express transported over 1.1 million passengers to the Vasco, Livermore, Pleasanton, and Fremont stations.
- The San Francisco Bay Area Water Emergency Transportation Authority continues its refurbishment projects at the Alameda Main Street and Oakland Jack London Square terminals.



Mass Transit Expenditures by Type
Dollars in millions

1 Operations	\$23.2	97%
2 Other	\$0.7	3%
Total Expenditures	\$23.9	100%

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%
Total Expenditures	\$10.5	100%

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 a Paratransit Gap Grant projects that support minimum service levels of city paratransit programs.

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.

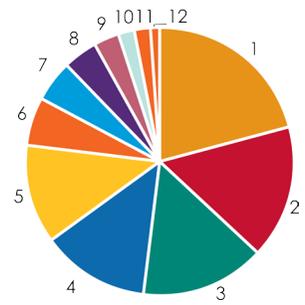


Bicycle and Pedestrian Expenditures by Project Type

By project type, the majority of Measure B expenditures were for signage improvements (\$1.2 million), safety enhancements (\$0.9 million), and staffing (\$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

1 Signage	\$1.2	21%
2 Safety Improvements	\$0.9	16%
3 Staffing	\$0.8	15%
4 Sidewalk and Ramps	\$0.7	13%
5 Bikeways (non-Class 1)	\$0.7	12%
6 Signals	\$0.3	6%
7 Bike Parking	\$0.3	5%
8 Traffic Calming	\$0.3	4%
9 Education and Promotion	\$0.2	3%
10 Master Plan	\$0.1	2%
11 Other	\$0.1	2%
12. Multiuse Paths (Class 1)	\$ -	1%
Total Expenditures	\$5.6	100%

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
<p>Capital Fund Reserve 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.</p>	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.
<p>Operations Fund Reserve Recipients may establish and maintain a specific reserve to address operational issues, including fluctuations in revenues, and to help maintain transportation operations.</p>	50 percent of anticipated annual Measure B Direct Local Distribution revenue	(1) Revolving fund (2) Unexpended funds may be reassigned in the subsequent fiscal year.
<p>Undesignated Fund Reserve Recipients may establish and maintain a specific reserve for transportation needs over a fiscal year for grants, studies, contingency, etc.</p>	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.

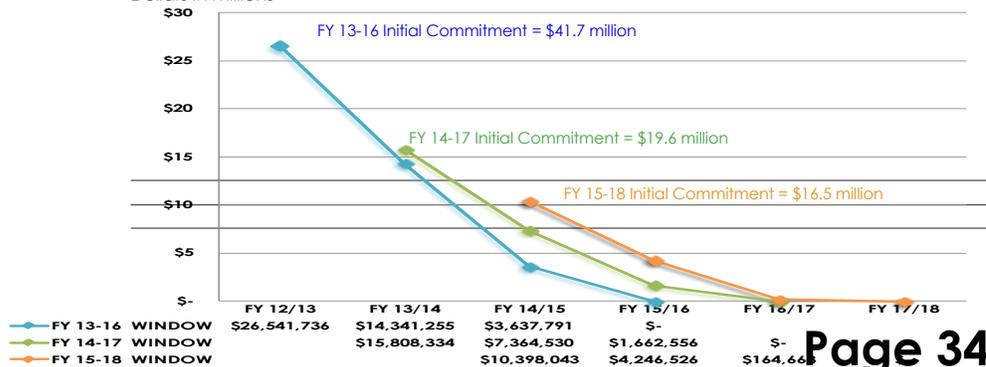
Capital Reserve Window Summary

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 \$14.3 million remaining					
FY 14-17 Window		\$19.6 million committed \$15.8 million remaining				
FY 15-18 Window			\$16.5 million committed \$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

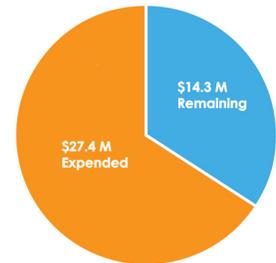
Dollars in millions



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 ¹	Expended Amount ²	Remaining Balance ³	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%
Total	\$41,697,156	\$27,355,901	\$14,341,255	34%

FY 13-16 Capital Fund Reserve Window

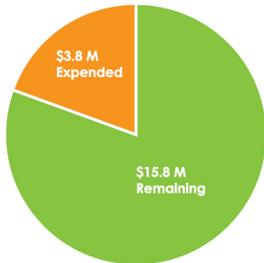
Committed Amount	\$41,697,156
Expended Amount	\$27,355,901
Balance Remaining	\$14,341,255



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
Balance Remaining	\$15,808,334

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 ¹	Expended Amount ²	Remaining Balance ³	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%
Total	\$19,617,566	\$3,809,232	\$15,808,334	81%

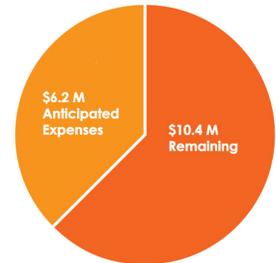
Notes:

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 ¹	Anticipated Expenses ²	Remaining Balance ³	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%
Total	\$16,544,854	\$6,146,811	\$10,398,043	63%

FY 15-18 Capital Fund Reserve Window

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

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.



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 ¹	Expended Amount ²	Remaining Balance ³	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%
Total	\$26,259,873	\$20,127,262	\$6,132,611	23%

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 ¹	Expended Amount ²	Remaining Balance ³	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%
Total	\$12,934,820	\$7,228,640	\$5,706,180	44%

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 ¹	Expended Amount ²	Remaining Balance ³	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%
Total	\$16,126,942	\$3,175,198	\$12,951,744	80%

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 ¹	Expended Amount ²	Remaining Balance ³	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%
Total	\$2,488,012	\$634,034	\$1,853,978	75%

Notes:

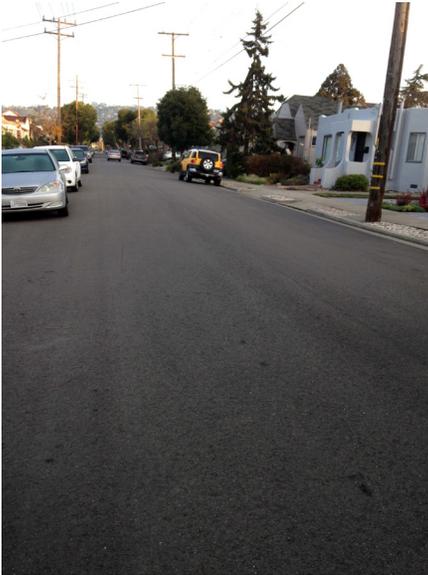
1. Committed Amount as identified by jurisdictions in the FY 12-13 Compliance Report.
2. Expended amount as of June 30, 2014.
3. Remaining amount to be expended by the end of FY 14-17.
4. Figures may vary due to number rounding and reclasses of committed amounts.



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 ¹	FY 14-15 Available To Expend	FY 14-15 Anticipated Expenditures ²	Total Anticipated Balance ³
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
Total	\$23,789,159	\$26,521,699	\$50,310,858	\$34,359,126	\$15,951,731

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 Ending Balance	FY 14-15 Estimated Revenue ¹	FY 14-15 Available To Expend	FY 14-15 Anticipated Expenditures ²	Total Anticipated Balance ³
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
Total	\$9,216,314	\$4,451,941	\$13,668,256	\$8,977,407	\$4,690,849

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 ¹	FY 14-15 Available To Expend	FY 14-15 Anticipated Expenditures ²	Total Anticipated Balance ³
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
Total	\$7,887,577	\$25,192,053	\$33,079,630	\$29,871,320	\$3,208,310

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.



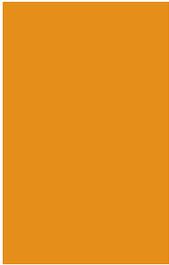
FY 14-15 Ending Fund Balances

Jurisdiction	FY 13-14 Ending Balance	FY 14-15 Estimated Revenue ¹	FY 14-15 Available To Expend	FY 14-15 Anticipated Expenditures ²	Total Anticipated Balance ³
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	\$-
Total	\$2,596,769	\$10,708,402	\$13,305,171	\$13,006,328	\$298,843

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

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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).

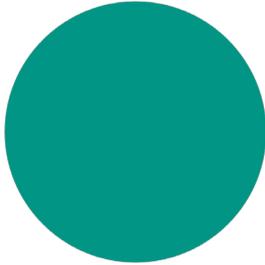
The Alameda County Transportation Commission (Alameda CTC) maintains Master Programs Funding Agreements (MPFA) with fifteen jurisdictions eligible to receive VRF funds known as "Direct Local Distribution" (DLD) funds. Through the MPFA, Alameda CTC outlines specific requirements tied to eligible usage 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

1 Local Streets and Roads	\$7.2	100%
Total Distributions	\$7.2	100%

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.

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.

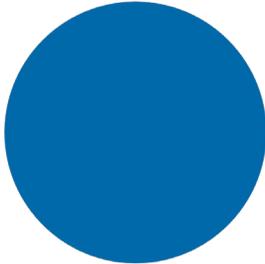
FY 13-14 VRF Expenditures and Fund Balances

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
Total	\$9,359,966	\$7,221,595	\$56,739	\$7,526,338	\$9,111,963

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



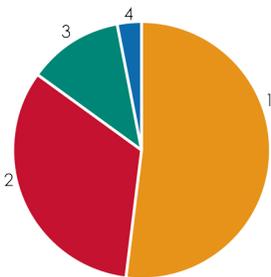
Total VRF Funds Expended

Dollars in millions

1 Local Streets and Roads	\$7.5	100%
Total Expenditures	\$7.5	100%

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%
Total Expenditures	\$7.5	100%

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

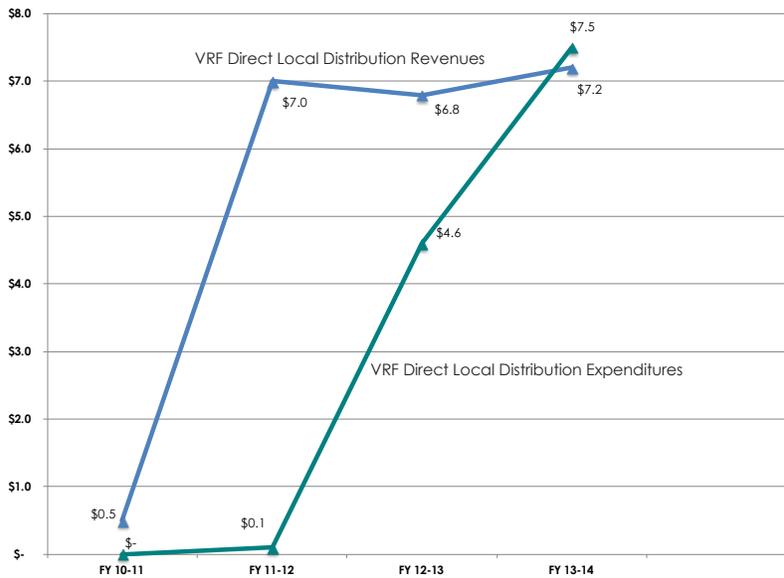
Since the start of the VRF program in 2011, the total receipts generated from vehicle registration fees have remained consistent. Each year, Alameda CTC receives approximately \$12.0 million in receipts, of which approximately \$7.0 million (60 percent) is allocated directly to the fifteen eligible VRF 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
<p>Capital Fund Reserve 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.</p>	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.
<p>Operations Fund Reserve Recipients may establish and maintain a specific reserve to address operational issues, including fluctuations in revenues, and to help maintain transportation operations.</p>	50 percent of anticipated annual VRF Direct Local Distribution revenue	(1) Revolving fund (2) Unexpended funds may be reassigned in the subsequent fiscal year.
<p>Undesignated Fund Reserve Recipients may establish and maintain a specific reserve for transportation needs over a fiscal year for grants, studies, contingency, etc.</p>	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.

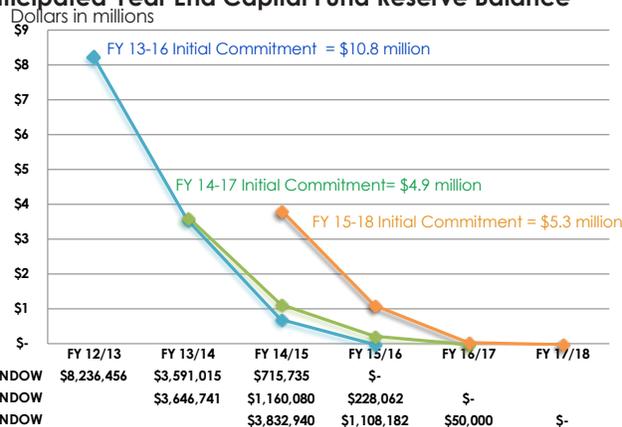
As part of the FY 12-13 reporting, jurisdictions identified a plan to use all VRF funds available in FY 13-14 (that were not already identified in a previous Capital Reserve). This established a Capital Fund Reserve Plan that spans from FY 13-14 through FY 16-17. This is referred to as the FY 14-17 Capital 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
FY 13-16 Window	\$10.8 million committed \$3.6 million remaining					
FY 14-17 Window		\$4.7 million committed \$3.7 million remaining				
FY 15-18 Window			\$5.3 million committed \$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.

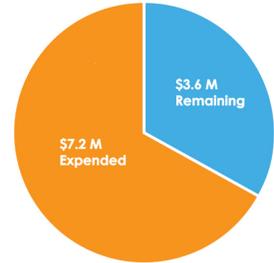
Anticipated Year End Capital Fund Reserve Balance



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 ¹	Expended Amount ²	Remaining Balance ³	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%
Total	\$10,781,374	\$7,190,359	\$3,591,015	33%

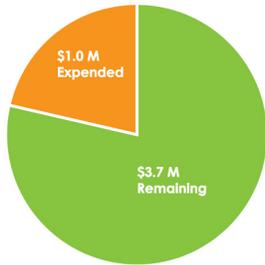
FY 13-16 Capital Fund Reserve Window

Committed Amount	\$10,781,374
Expended Amount	\$7,190,359
Balance Remaining	\$3,591,015

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
Anticipated Balance	\$3,646,741

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 ¹	Expended Amount ²	Remaining Balance ³	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%
Total	\$4,655,585	\$1,008,844	\$3,646,741	78%

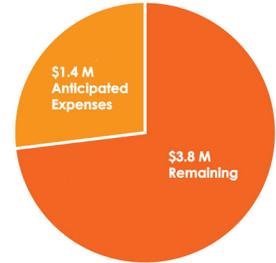
Notes:

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 ¹	Anticipated Expenses ²	Remaining Balance ³	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%
Total	\$5,247,329	\$1,414,389	\$3,832,940	73%

FY 15-18 Capital Fund Reserve Window

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

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 ¹	FY 14-15 Available to Expend	FY 14-15 Planned Expenses ²	FY 14-15 Ending Balance ³
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
Total	\$9,111,963	\$6,840,000	\$15,951,963	\$9,856,819	\$6,095,144

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.





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

(Cumulatively Across the Programs)

MEASURE B

City of Alameda

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

City of Dublin

Program	Planned Expenditures FY 13-14	Actual Expenditures FY 13-14	Unspent Amount FY 13-14	Unspent 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
Total:	\$ 927,833	\$ 559,739	\$ 368,094	40%	

City of Emeryville

Program	Planned Expenditures FY 13-14	Actual Expenditures FY 13-14	Unspent Amount FY 13-14	Unspent 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
Total:	\$ 313,882	\$ 39,170	\$ 274,712	88%	

Vehicle Registration Fee

City of Emeryville

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

City of Union City

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

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*

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.

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

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
Measure B from Reserve Balance		\$ 700,000	\$ 700,000	\$ 661,474
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 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 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



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.

Sincerely,

Andrew C. Russell
Assistant Public Works Director/City Engineer

CC: grants@alamedactc.org
John Nguyen, Project Manager, Alameda CTC (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.

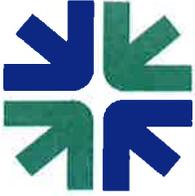
It is expected that the Ongoing Bicycle Pedestrian Plan Implementation Project will begin using Bicycle/Pedestrian Program funding in FY 14/15.

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 of 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.

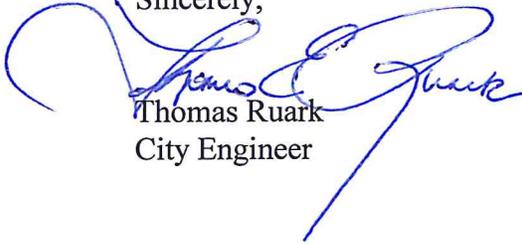
As you can see, due to the unanticipated grant reimbursement, we were unable to allocate the

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

5.3

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

DATE: June 1, 2015

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

RECOMMENDATION: Approve the Altamont Commuter Express Baseline Service Plan for FY 2015-16.

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 FY 2015-16.

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 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 FY 2015-16 BSP update meets the requirements of the CSA and is recommended for approval.

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 FY 2015-16 BSP, included as Attachment A, incorporates Alameda CTC's staff comments and is summarized below.

Operations and Maintenance:

Alameda CTC's baseline service contribution in FY 2014-15 was \$2,197,818 and is estimated to increase in FY 2015-16 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 FY 2015-16. On October 1, 2012, ACE provided expanded services through a fourth train service. SJRRRC is requesting \$669,445 for FY 2015-16, 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 FY 2015-16 as follows:

1. Capital Spares/Upgrades
2. UPRR Capital Access Fee
3. Positive Train Control
4. Wayside Horn Installation (in the cities of Fremont and Pleasanton)
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 (FY 15-16 –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 FY 2014-15, 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.

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 FY 2015-16 Baseline Service Plan

Staff Contact

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

[Trinity Nguyen](#), Senior Transportation Engineer

[Vivek Bhat](#), Senior Transportation Engineer



Altamont Corridor Express

2015 - 2016

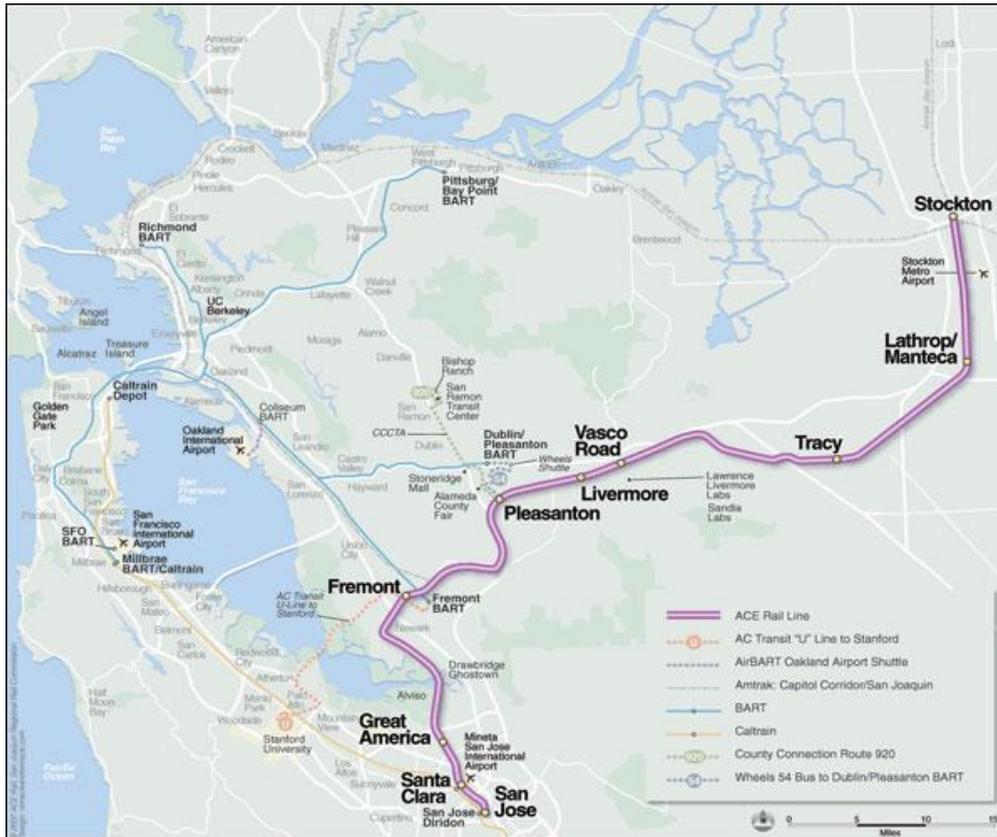
BASELINE SERVICE PLAN

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

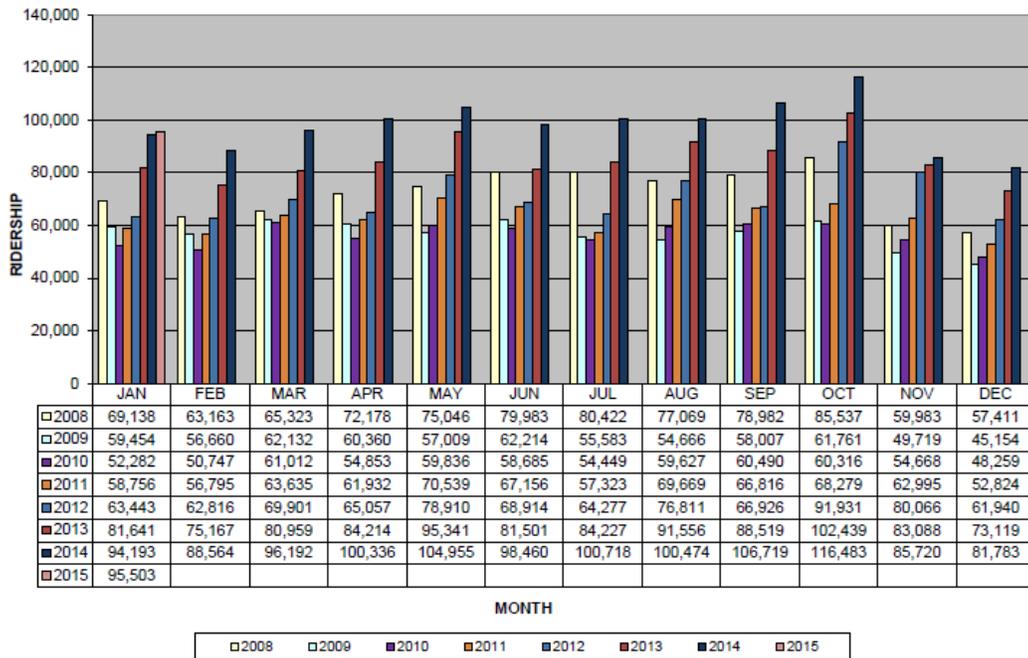
The ACE fare structure is based on a point to point system that was adopted by the SJRRC Board in April 2006. The zone system that was previously used was replaced with a system that determines fares based on the origin and destination stations. In addition, the fare program established a 50% discount 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

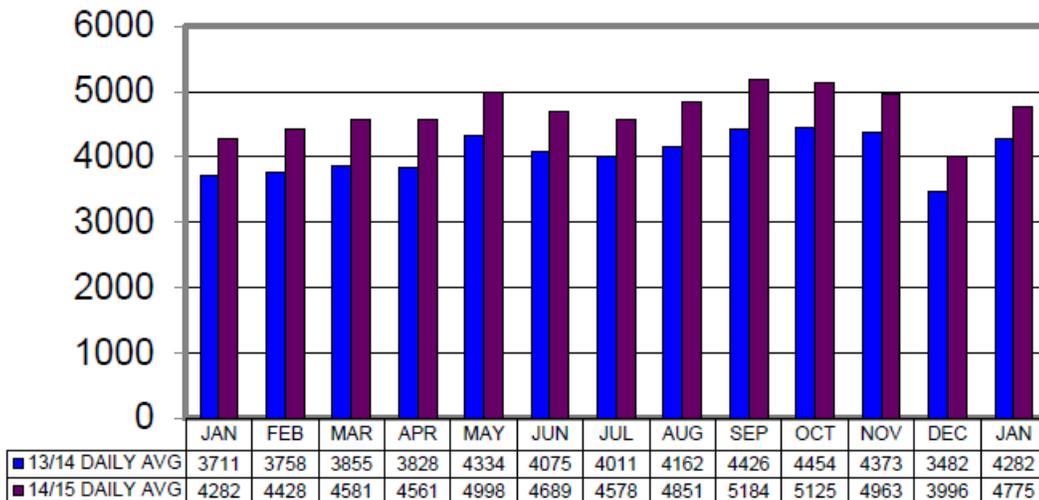
Ridership

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



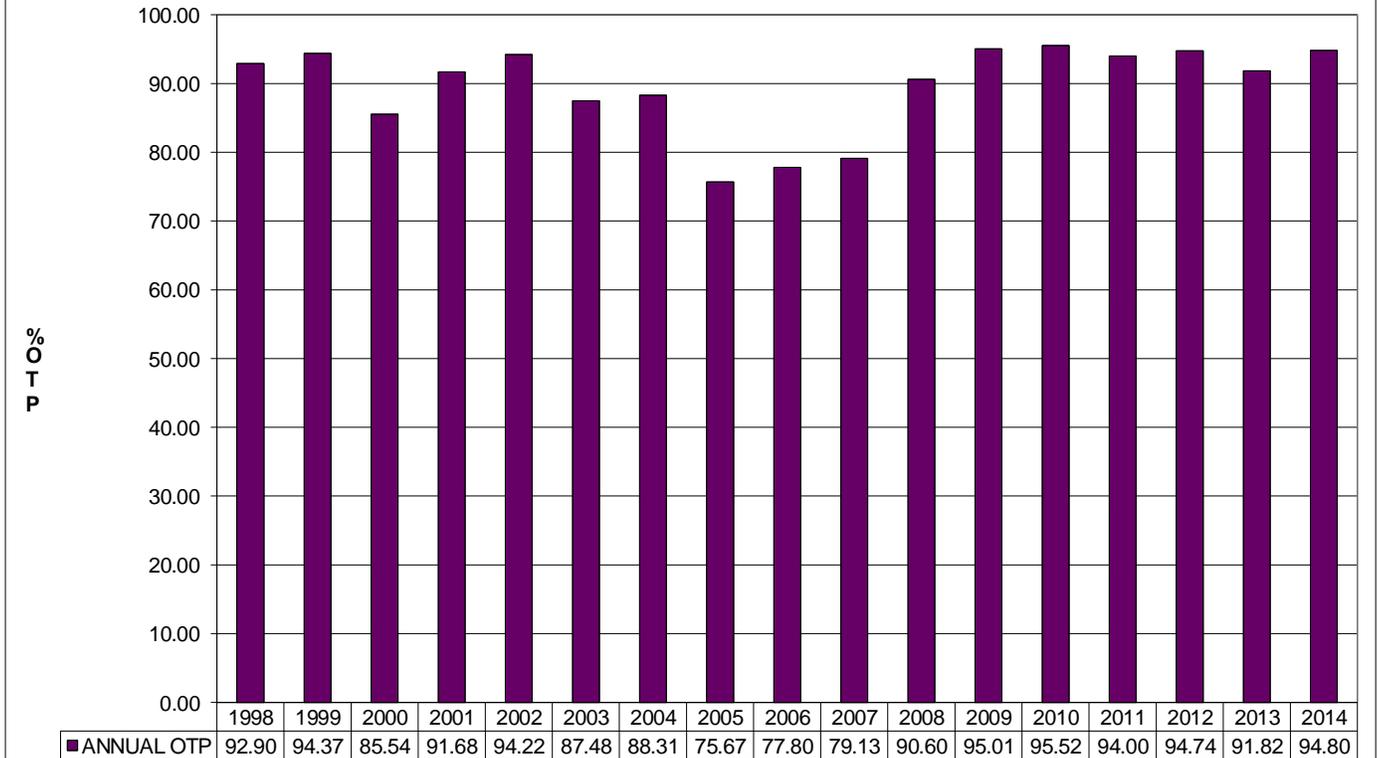
ACE DAILY RIDERSHIP COMPARISON



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 4th train.*

	FY 2014 - 2015	FY 2015 - 2016	Expanded Services (4 th train)	FY 2015 - 2016 Request
ALAMEDA CTC ^{1,2}	\$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 SJRRC 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 SJRRRC Operating Budget	2015/16 ACE Service Operating Budget	2015/16 Combined SJRRRC/ACE Operating Budgets		2015/16 SJJPA Operating 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		
TOTAL OPERATING REVENUES	\$1,044,591	\$20,606,709	\$21,656,300		\$46,231,324

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Memorandum

5.4

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

DATE: June 1, 2015

SUBJECT: Castro Valley Local Area Traffic Circulation Improvements Project (PN 509.0, ACTA No. MB241): Project Funding Agreement with Alameda County

RECOMMENDATION: Approve and authorize the Executive Director to execute a Project 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 design 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.

Table 1: Summary of 1986 Measure B Commitment for the Castro Valley Local Area Traffic Circulation Improvement Project (ACTA No. MB241)		
Description	Encumbered Amount	Remaining Measure B Balance
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
Remaining Measure B Un-Encumbered Balance		\$ 3,721,845

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 FY 2015-2016 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 Strobridge Avenue Extension project.

The Strobridge 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 Strobridge 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.

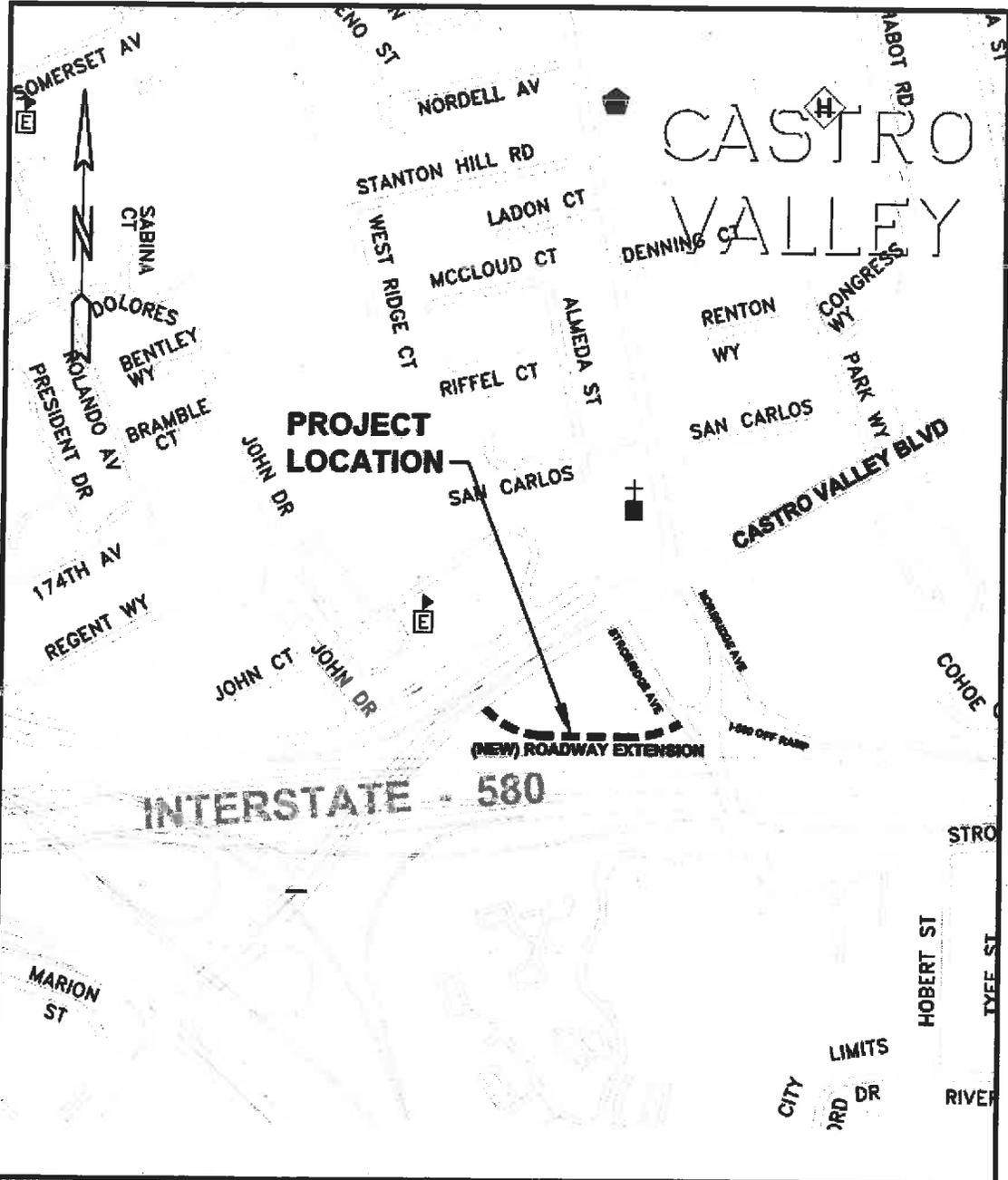
Sincerely,

A handwritten signature in blue ink, appearing to read 'Arthur G. Carrera'.

Arthur G. Carrera
Principal Civil/Traffic Engineer

Enclosure

N:\CSD\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 BN	CHECKED --	DATE 4/23/2015	SCALE NTS	FILE NO. -	SHEET NO. L-1
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Memorandum

5.5

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

DATE: June 1, 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 intelligent transportation system 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

Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with S&C Engineers (A10-0008) <i>March 2011</i>	Construction Management Services for I80 ICM Project	\$1,890,750	\$1,890,750
Amendment No. 1 <i>December 2013</i>	Provide a 12 month time extension to December 31, 2014	\$0	\$1,890,750
Amendment No. 2 <i>December 2014</i>	Provide a 12 month time extension to December 31, 2015	\$0	\$1,890,750
<i>Proposed</i> Amendment No. 3 June 2015 <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
Total Amended Contract Not-to-Exceed Amount			\$1,990,750

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 FY 2014-2015 Operating and Capital Program Budget.

Staff Contact

[Raj Murthy](#), Project Controls Team

[Connie Fremier](#), Project Controls Team

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Memorandum

5.6

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

DATE: June 1, 2015

SUBJECT: East Bay Greenway (Coliseum BART to 85th 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 75th and 85th Avenues, adjacent to San Leandro Street and beneath the aerial Bay Area Rapid Transit (BART) tracks, in the City of Oakland.

During the course of construction, 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 75th and 85th Avenues, adjacent to San Leandro Street and beneath the aerial BART tracks in the City of Oakland. The project started construction in October 2013 and is 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 managed 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:

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

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 FY 2014-2015 Operating and Capital Program Budget.

Staff Contact

[Raj Murthy](#), Project Controls Team

[Connie Fremier](#), Project Controls Team

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Memorandum

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

DATE: June 1, 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. This staff report describes the desire to expand and foster the growth in the existing SR2S Program, while targeting to be in over 60% (a 17% increase over the current scoped targets) of the public schools (185 schools) in Alameda County.

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.

Fiscal Impact

The action will encumber \$600,000 of Project grant funds which is subject to approval of FY2015-16 Budget.

Staff Contact

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

[Arun Goel](#), Safe Routes to School Program Manager

[Laurel Poeton](#), Assistant Transportation Planner

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Memorandum

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

DATE: June 1, 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

Index No.	Firm/Agency	Project/Services	Agreement No.	Request	Reason Code	Fiscal Impact
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

5.9

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

DATE: June 1, 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.

Table A: Summary of Agreement No. A07-0001 with TY Lin			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
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 October 22, 2009	Final Design Services – Prepare Plans, Specifications and Estimate (PS&E)	\$ 10,500,000	\$ 15,857,490
Proposed Amendment No. 2 (This Agenda Item)	Completion of Final Design Right-of-Way Services	\$ 4,500,000	\$20,357,490
Total Amended Contract Not-to-Exceed Amount			\$ 20,357,490

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