



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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City of Fremont

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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 13, 2016, 12:15 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

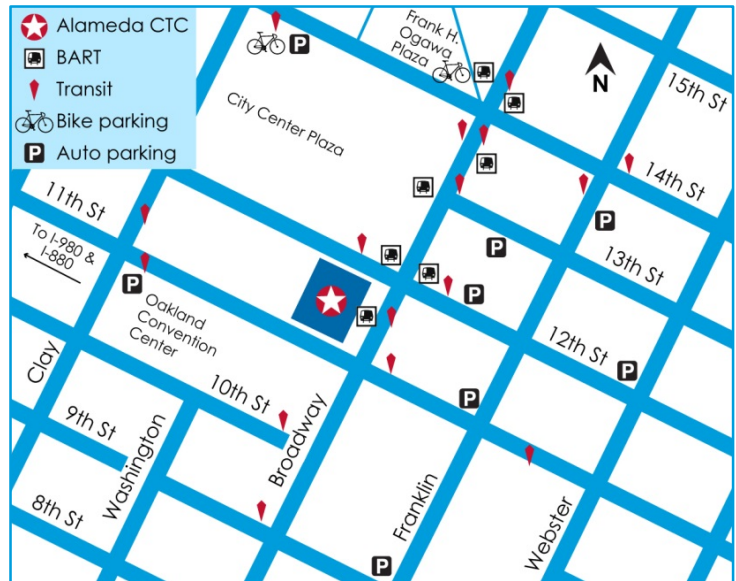
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

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 13, 2016 12:15 p.m.

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1. Pledge of Allegiance

2. Roll Call

3. Public Comment

Chair: Mayor Carol Dutra-Vernaci, Union City
Vice Chair: Mayor Pauline Cutter, City of San Leandro
Commissioners: Luis Freitas, Scott Haggerty, Dan Kalb, Peter Maass, Nate Miley
Ex-Officio Members: Bill Harrison, Rebecca Kaplan
Staff Liasion: Trinity Nguyen
Executive Director: Arthur L. Dao
Clerk: Vanessa Lee

4. Consent Calendar

4.1. [PPC Meeting Minutes: Approval of the May 9, 2016 Meeting Minutes](#)

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5. Programs and Projects

5.1. [FY 2014-2015 Measure B/Measure BB and Vehicle Registration Fee Program Compliance Reports and Exemption Requests.](#)

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5.2. [I-580 Express Lanes Project \(PN 1373.000/1373.001\): Approve contract amendments to Professional Services Agreements A09-007 and A13-0092 with Electronic Transaction Consultants Corporation.](#)

49 A

5.3. [I-680 Southbound Express Lane Operations \(PN 1408.000\): Approval of Contract Amendment No. 1 to Professional Services Agreement A15-0043 with Electronic Transaction Consultants Corporation.](#)

57 A

5.4. [I-680 Northbound Express Lane Project \(PN 1369.000\), including I-680 Southbound Express Lane Access Conversion \(PN 1408.001\): Approval of Professional Services Agreement A17-0001 with Kapsch TrafficCom Transportation NA, Inc.](#)

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5.5. [Approval of Administrative Amendments to Various Project Agreements \(A13-0001, A07-0058, A14-0032\).](#)

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6. Staff Reports (Verbal)

7. Committee Member Reports

8. Adjournment

Next Meeting: July 11, 2016

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

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Programs and Projects Committee
Meeting Minutes
Monday, May 09, 2016, 12:15 p.m.

4.1

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1. **Pledge of Allegiance**

2. **Roll Call**

A roll call was conducted. All members were present.

3. **Public Comment**

There were no public comments.

4. **Consent Calendar**

4.1. **PPC Meeting Minutes: Approval of the April 11, 2016 Meeting Minutes**

Commissioner Kaplan moved to approve the Consent Calendar. Commissioner Freitas seconded the motion. The motion passed with the following vote:

Yes: Dutra-Vernaci, Cutter, Freitas, Haggerty, Kalb, Maass, Mile, Harrison, Kaplan

No: None

Abstain: None

Absent: None

5. **Programs and Projects**

5.1. **I-580 Express Lanes Project (PN 1373.001/1373.002): Approval of Amendment No. 4 to Professional Services Agreement No. A11-0024 with URS Corporation, for an additional amount of \$175,000 for Construction Support Services and Toll System Integrator Coordination**

Stefan Garcia recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 4 to the Professional Services Agreement No. A11-0024 with URS Corporation for an additional amount of \$175,000 for a total not-to-exceed amount of \$3,093,942 and a one-year time extension to provide additional Express Lane construction support services and coordination with the Toll System Integrator. He stated that until the toll system is accepted, it is crucial to have URS, as the Engineer of Record, available to address any civil and system coordination issues and to complete the as-built plan for use during the future operation and maintenance of the toll facility. The estimated cost for these additional services is \$175,000.

Commissioner Cutter asked for more information on the lane in order to have a better understanding of the tolling system. Art stated that there are two toll lanes going eastbound and one going in the westbound direction. All users need to carry a FasTrak Flex transponder and if you are a carpooler you need to switch the transponder to "2".

Commissioner Haggerty moved to approve this item. Commission Kaplan seconded the motion. The motion past with the following vote:

Yes: Dutra-Vernaci, Cutter, Freitas, Haggerty, Kalb, Maass, Mile, Harrison, Kaplan
No: None
Abstain: None
Absent: None

6. Committee Members

There were no committee member reports.

7. Staff Reports

There were no staff reports.

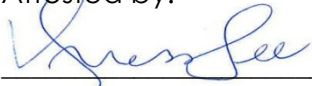
8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, June 13, 2016 @12:00 p.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission



Memorandum

5.1

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

DATE: June 6, 2016

SUBJECT: FY 2014-2015 Measure B/Measure BB and Vehicle Registration Fee Program Compliance Reports and Exemption Requests.

RECOMMENDATION: Approve FY 2014-2015 Measure B/Measure BB and Vehicle Registration Fee Program Compliance Reports and the exemption requests from the Timely Use of Funds Policy.

Summary

Each year, Alameda CTC requires recipients of Measure B, Measure BB, and Vehicle Registration Fee (VRF) Direct Local Distribution (DLD) funds to submit audited financial statements and program compliance reports to document the receipt and use of DLD funds. Alameda CTC, in conjunction with the Independent Watchdog Committee, reviews these reports to verify DLD funds are expended in compliance with the voter approved transportation expenditure plans and Alameda CTC's Master Programs Funding agreement (MPFA) requirements. Alameda CTC prepares Program Compliance Reports which includes a review of the fiscal year's DLD investments, fund balances and a compliance determination.

This year's compliance reporting period is for Fiscal Year 2014-15 (FY14-15). All DLD recipients submitted the required audited financial statements and compliance reports that complied with the reporting requirements. Two DLD recipients requested exemptions from the Timely Use of Funds Policy as a result of project delays. Upon the Commission's approval of the exemption requests, all Measure B/Measure BB/VRF Direct Local Distribution recipients are found to be in compliance with the DLD requirements.

Background

Alameda CTC is responsible for administering the Measure B, Measure BB and the VRF Programs. Annually, Alameda CTC distributes over half of all revenues generated by these programs to twenty eligible recipients as Direct Local Distributions (DLD) for local transportation improvement programs. From the beginning of each program to the end of FY14-15, Alameda CTC distributed approximately \$818.0 million in combined DLD funds to eligible recipients (\$775.6 million in Measure B, \$13.4 million in Measure BB, and \$29.0 million in VRF) for local transportation (streets and road), bicycle/pedestrian, transit, and paratransit programs. The eligible recipients include twenty jurisdictions consisting of the

fourteen cities, the County, and five transit agencies providing transportation improvements and services in Alameda County.

For FY14-15, Alameda CTC distributed approximately \$90.3 million in total DLD funds for the respective programs identified in the table below.

Total FY14-15 Distributions By Program (\$ in Millions)

DLD Program	Measure B	Measure BB	VRF	Total
Local Transportation (Local Streets and Roads)	\$ 27.6	\$ 5.0	\$7.4	\$40.0
Transit	\$ 26.2	\$ 5.4		\$31.6
Paratransit	\$ 11.1	\$ 2.2		\$13.3
Bicycle and Pedestrian	\$ 4.6	\$ 0.8		\$5.4
Total FY 14-15 DLD	\$ 69.5	\$13.4	\$7.4	\$90.3

Note: Measure BB collections began on April 1, 2015 and distributions represent the last quarter of FY 14-15 only.

The Master Programs Funding Agreements (MPFAs) between Alameda CTC and the recipients authorizes the distribution of formula funds to the recipients and specifies expenditure requirements. Each year, recipients are required to submit audited financial statements and program compliance reports to confirm DLD annual receipts, expenditures and the completion of reporting obligations. This year's compliance reporting period is for FY14-15 from July 1, 2014 to June 30, 2015.

The reports capture DLD recipients' annual reporting deliverables including:

- Annual revenues, interest, expenditures and fund balances
- 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
- Documentation of Measure BB Local Streets and Roads investments on bicycle/pedestrian improvements
- Adherence to Timely Use of Funds and Reserve Policies
- Program implementation plans of available fund balances

For the FY14-15 reporting year, all DLD recipients submitted the required compliance reports and audited financial statements by the required deadlines in December 2015. Alameda CTC staff, in collaboration with the Independent Watchdog Committee, reviewed the recipients' expenditures to determine eligibility and program compliance. The Program Compliance Reports summarize the recipients' FY 14-15 DLD investments, fund balances and compliance determination (*Attachment A and B*).

FY 14-15 Fund Balances and Monitoring

Through the program compliance process, Alameda CTC monitors the recipients' end of year fund balances to ensure DLD funds are used expeditiously on transportation improvements so that more immediate benefits may be realized by the public. The FY14-15 ending fund balance across all DLD recipients by program is as follows:

- Measure B: \$42.1 million; this represents a \$1.3 million decrease from the prior year.
- VRF: \$9.3 million; this represents a \$0.2 million increase from the prior year.
- Measure BB: \$12.5 million; due to the timing of initial distributions, recipients reported limited expenditures in FY14-15.

Alameda CTC uses the DLD Reserve Policies and Monitoring Procedures to guide the administration and review of the fund balances. Per the requirements, recipients are required to 1) identify a plan to use the balances within the upcoming fiscal year, or 2) establish fund reserves that must be expended within four years. For the annual implementation plan, Alameda CTC requires that the recipient meet an actual expenditure threshold of 70 percent or greater of the plan identified. Recipients who do not meet these requirements must seek an exemption approved by the Commission.

For the FY14-15 reporting year, Alameda CTC received exemption requests from the Cities of Albany and Emeryville, both whom are seeking exemptions from the Timely Use of Funds Policy that requires recipients to expend 70 percent or greater of the annual implementation plan (*Attachment C*). As required, each agency has provided a Request for Exemption Letter (*Attachment D*) that explains their fund balances and provides a corrective plan to use the funds in the following fiscal year (FY 2015-16). The cities cited project delays and revised plans that resulted in actual expenditures that were less than originally planned. The cities indicated the issues have been resolved and expenditures on the unspent balances are being incurred in FY 15-16. Thus, staff recommends the Commission approve the exemption requests from the Timely Use of Funds Policy.

Upon the approval of the exemption requests, all Measure B/Measure BB/VRF Direct Local Distribution recipients are found to be in compliance with the programs' requirements.

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

Attachments

- A. Measure B/Measure BB Program Compliance Report FY 2014-15
- B. Vehicle Registration Fee Program Compliance Report FY 2014-15
- C. Summary of Exemptions for Agencies with balances of greater than 30 percent
- D. Timely Use of Funds Policy Exemption Request Letters

Staff Contact

[John Nguyen](#), Senior Transportation Planner

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Measure B/Measure BB
Direct Local Distributions
Program Compliance Report
Fiscal Year 2014-2015



Alameda County Transportation Commission
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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 2014, Alameda County voters approved the Measure BB Transportation Expenditure Plan, which authorized the collection of a half-cent transportation sales tax to augment the existing 2000 Measure B sale tax program. Collections of this new sales tax began April 1, 2015 and will continue through March 30, 2045. Approximately 54 percent of net Measure BB revenues is returned

to source, as DLD funds to local cities, the county and transit operators for use on locally prioritized transportation improvements.

Alameda County jurisdictions rely on Measure B and Measure BB DLD funds to support 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.

In Fiscal Year 2014-15 (FY 14-15), Alameda CTC distributed approximately \$69.5 million in Measure B and \$13.4 million in Measure BB DLD funds to the twenty local jurisdictions in Alameda County. The combined Measure B and Measure BB DLD funds provide local agencies with the financial means to invest in transportation improvements and services that improve the mobility, access, and long-term infrastructure substantiality of Alameda County's diverse transportation system. Each fiscal year, Alameda CTC requires these recipients to report on their Measure B and Measure BB expenditures.

This Compliance Report provides a summary of FY 14-15 revenues and expenditures reported by Measure B and Measure BB recipients, as required by Master Programs Funding Agreements (MPFA) that were executed between Alameda CTC and the local jurisdictions in 2012 and 2015. The MPFA outlines the funding distribution to the recipients, eligible expenditures, and reporting requirements pertaining to the use of the transportation sales tax dollars.

Recipients are required to submit annual audited financial statements and compliance reports that captures the recipients use of DLD funds to Alameda CTC. The audited financial statements are rcompleted by an independent auditor who reviews and provides an auditor's opinion on the recipient's compliance with standard accounting practices and the financial reporting requirements of the master agreement. The compliance reports include detailed reports on the recipient's use of funds and reporting deliverables such as the following:

- **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.
- **Bicycle/Pedestrian Investments:** Documentation of 15 percent of Measure BB Local Streets and Roads funds went towards bicycle and pedestrian benefits.
- **Planned Use of Funds:** Provide an implementation plan using available fund balances.

Measure B and Measure BB Direct Local Distribution Program Revenues

Alameda CTC disburses Measure B and Measure BB DLD 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, and 2014 Measure BB Transportation Expenditure Plan. This report summarizes the total Alameda CTC Measure B and Measure BB allocations and recipient expenditures for fiscal year 2014-2015 (FY 14-15), from July 1, 2014 to June 30, 2015.

The data within this report is based on information included in compliance reports and audited financial statements 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

Over the last five years, Measure B sales tax collections have increased gradually from approximately \$100 million in net collections in 2010 to \$126 million in 2015. Approximately 60 percent of the revenues are distributed by formula to the eligible recipients for local transportation programs. In FY 14-15, Alameda CTC provided approximately \$69.5 million in Measure B Direct Local Distributions funds to four transportation programs:

The FY 14-15 Measure B distributions are approximately \$3 million more than the prior fiscal year. In the audited financial statements and compliance reports, the agencies confirmed the receipt of the \$69.5 million in DLD funds distribute by Alameda CTC and reported a total expenditures of \$71.0 million. Recipients are drawing from prior fund balances in addition to their annual distributions to implement projects and programs.

Measure BB Direct Local Distributions

As the first year of Measure BB sales tax collections, beginning April 1, 2015, the Measure BB program collected \$25.1 million in the last quarter of FY 14-15. Approximately 54 percent of the revenues were distributed as formula DLD funds to eligible local recipients. This amounted to approximately \$13.4 million in Measure BB DLD funds four transportation programs. Due to the timing of receipt, most recipients report no expenditures of Measure BB DLD funds in FY 14-15.

FY 14-15 Measure B and Measure B Distributions By Program

DLD Program	Measure B	Measure BB	Total
Local Streets and Roads	\$27,569,470	\$5,015,620	\$32,585,090
Mass Transit	\$26,187,294	\$5,404,331	\$31,591,625
Paratransit	\$11,131,451	\$2,257,029	\$13,388,480
Bicycle and Pedestrian	\$4,627,821	\$752,343	\$5,380,164
Total	\$69,516,036	\$13,429,323	\$82,945,359



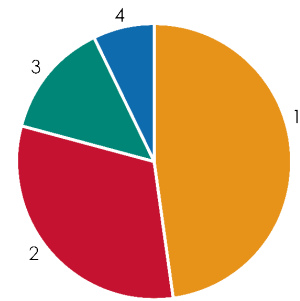
Measure B and Measure BB Direct Local Distribution Program Expenditures

Each fiscal year, local jurisdictions utilize DLD funds to implement their projects and programs. In FY 14-15, jurisdictions expended a combined total of \$72.0 million in Measure B (\$71.0 million) and Measure BB (\$1.0 million) DLD funds on transportation improvements in Alameda County.

For Measure B, recipients have increased their expenditures from the prior year by approximately \$1.4 million, and are collectively drawing down fund balances.

By program type, agencies spent 42 percent of total Measure B funds on local streets and roads, 34 percent on mass transit, 15 percent on paratransit, and 9 percent on bicycle and pedestrian projects.

See the chart below for more information on Measure B FY 14-15 Direct Local Distribution balances, annual revenue distributions, and expenditures.



Total Measure B Funds Expended

Dollars in millions

1	Local Streets and Roads	\$29.6 42%
2	Mass Transit	\$24.3 34%
3	Paratransit	\$10.5 15%
4	Bicycle and Pedestrian	\$6.6 9%
	Total Expended	\$71.0 100%

FY 14-15 Measure B Expenditures and Fund Balances

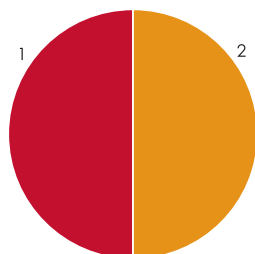
Jurisdiction	14-15 Starting MB Balance	14-15 MB Revenue	14-15 MB Interest	14-15 MB Expended	14-15 Ending MB Balance
AC Transit	\$3,064,267	\$26,446,452	\$0	\$22,936,770	\$6,573,949
BART	\$0	\$1,838,787	\$0	\$1,838,787	\$0
LAVTA	\$0	\$1,009,539	\$0	\$1,009,539	\$0
WETA	\$3,446,424	\$962,587	\$1,183	\$2,111,539	\$2,298,655
ACPWA	\$2,256,162	\$3,148,065	\$18,262	\$3,083,383	\$2,339,106
ACE	\$2,168,442	\$2,616,261	\$5,720	\$2,614,119	\$2,176,303
City of Alameda	\$2,755,714	\$2,087,429	\$11,009	\$1,784,718	\$3,069,434
City of Albany	\$129,178	\$474,686	\$144	\$225,366	\$378,642
City of Berkeley	\$2,562,623	\$3,400,115	\$1,886	\$4,018,190	\$1,946,435
City of Dublin	\$869,099	\$545,626	\$6,425	\$752,945	\$668,205
City of Emeryville	\$416,800	\$326,816	\$2,542	\$73,877	\$672,281
City of Fremont	\$3,284,761	\$3,703,121	\$10,516	\$4,797,741	\$2,200,657
City of Hayward	\$2,040,253	\$3,445,636	\$7,169	\$3,885,068	\$1,607,990
City of Livermore	\$1,930,332	\$1,194,122	\$6,998	\$1,905,080	\$1,226,372
City of Newark	\$475,201	\$758,605	\$998	\$628,243	\$606,561
City of Oakland	\$11,447,976	\$12,547,359	\$33,218	\$12,956,161	\$11,072,392
City of Piedmont	\$393,762	\$426,636	\$327	\$705,141	\$115,585
City of Pleasanton	\$1,686,098	\$1,103,473	\$14,407	\$1,273,201	\$1,530,777
City of San Leandro	\$3,420,388	\$1,852,294	\$12,552	\$1,938,335	\$3,346,899
City of Union City	\$1,142,339	\$1,628,429	\$5,000	\$2,473,651	\$302,117
Total	\$43,489,820	\$69,516,036	\$138,356	\$71,011,854	\$42,132,358

Notes:

1. The table above reflects Measure B financials reported on the Audited Financial Statements and Compliance Reports.
2. Revenue and expenditure figures 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 14-15.
4. The Ending MB Balance includes interest on Measure B funds.

Measure B and Measure BB Expenditures

Measure B and Measure BB Direct Local Distribution Program Expenditures



Total Measure BB Funds Expended

Dollars in millions

1 Mass Transit	\$0.5	50%
2 Paratransit	\$0.5	50%
Total Expended	\$1.0	100%

For Measure BB, the primary expenditures were among the transit providers for bus and rail transit operations and paratransit services. In general, city and county recipients were unable to program Measure BB funds into their capital improvement plans for the bicycle and pedestrian, and local streets and roads programs due to the timing of receiving the Measure BB distributions at the end of the fiscal year.

By program type, of the \$1.0 million in Measure BB expenditures incurred in FY 14-15, transit agencies expended half within the transit program and the other half within the paratransit program. Expenditures supported transit operations, facilities maintenance and paratransit services.

See the chart below for more information on Measure BB FY 14-15 DLD balances, annual revenue distributions, and expenditures.

FY 14-15 Measure BB Expenditures and Fund Balances

Jurisdiction	14-15 Starting MBB Balance	14-15 MBB Revenue	14-15 MBB Interest	14-15 MBB Expended	14-15 Ending MBB Balance
AC Transit	\$0	\$5,843,198	\$0	\$0	\$5,843,198
BART	\$0	\$501,562	\$0	\$501,562	\$34,890
LAVTA	\$0	\$176,311	\$0	\$176,311	\$0
WETA	\$0	\$125,391	\$0	\$0	\$125,391
ACPWA	\$0	\$506,146	\$0	\$0	\$506,146
ACE	\$0	\$250,781	\$0	\$215,891	\$34,890
City of Alameda	\$0	\$389,207	\$0	\$0	\$389,207
City of Albany	\$0	\$88,307	\$0	\$0	\$88,307
City of Berkeley	\$0	\$634,434	\$0	\$0	\$634,434
City of Dublin	\$0	\$95,140	\$0	\$0	\$95,140
City of Emeryville	\$0	\$61,006	\$0	\$0	\$61,006
City of Fremont	\$0	\$599,542	\$0	\$0	\$599,542
City of Hayward	\$0	\$610,287	\$0	\$0	\$610,287
City of Livermore	\$0	\$209,473	\$0	\$0	\$209,473
City of Newark	\$0	\$123,198	\$0	\$0	\$123,198
City of Oakland	\$0	\$2,343,116	\$0	\$0	\$2,343,116
City of Piedmont	\$0	\$79,133	\$0	\$0	\$79,133
City of Pleasanton	\$0	\$208,325	\$0	\$0	\$208,325
City of San Leandro	\$0	\$327,542	\$0	\$0	\$327,542
City of Union City	\$0	\$257,226	\$0	\$97,342	\$159,884
Total	\$0	\$13,429,323	\$0	\$991,106	\$12,473,107

Notes:

1. The table above reflects Measure BB financials reported on the Audited Financial Statements and Compliance Reports.
2. Revenue and expenditure figures may vary due to number rounding.

Measure B and Measure BB Revenue and Expenditure Trends

Measure B DLD Net Revenue Trends

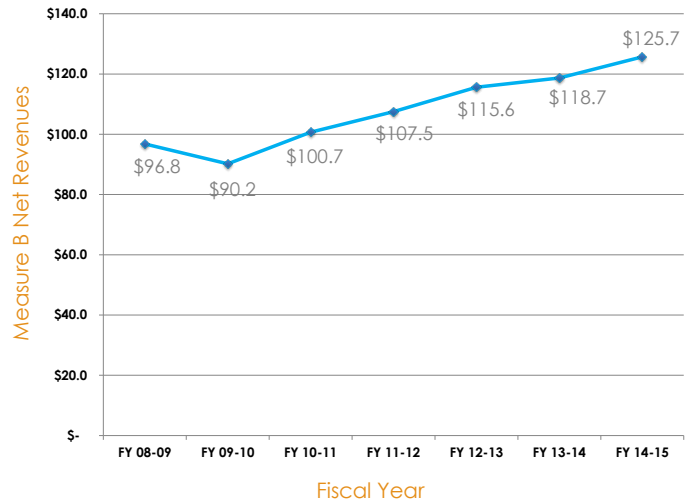
Each year, the state of the economy directly affects the amount of transportation sales tax revenue generated in Alameda County. Since the events in 2007 that precipitated an economic downturn, the annual net sales tax revenue has steadily increased, as shown in the table to the right.

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 14-15

Dollar in millions



Measure B DLD Expenditure Trends

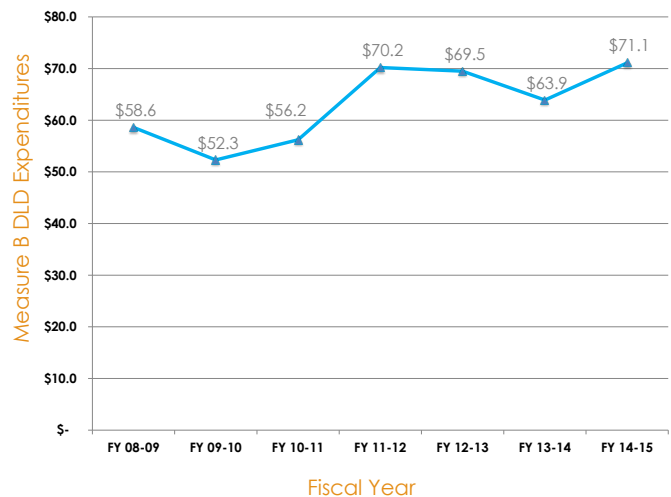
In FY 14-15, Measure B expenditures by the jurisdictions increased from the prior fiscal year by approximately \$7.2 million. Each of the four transportation programs contributed to the overall increase in expenditures in FY 14-15 from the prior fiscal year, as shown in the table to the right.

The largest expenditures were from the local streets and roads, and bicycle/pedestrian programs for capital improvements and road maintenance operations.

Measure B DLD Expenditures Trends

FY 08-09 through FY 14-15

Dollar in millions



Measure BB DLD Revenue and Expenditure Trends

For the Measure BB program, FY 14-15 is the inaugural year of sales tax collections and distributions. Although trends have yet to be established, future Measure BB revenues and expenditures are expected to follow a similar pattern to the current Measure B annual distributions and expenditures.

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



In FY 14-15, jurisdictions combined Measure B and Measure BB expenditures amounted to \$72.0 million for transportation improvements. By fund source, approximately \$71.0 million in Measure B and \$1.0 million in Measure BB funds supported the following transportation modes within each program:

- **Bicycle and pedestrian:** Of the \$6.6 million used, local agencies spent:
 - 52 percent on bicycle and pedestrian improvements;
 - 35 percent on direct pedestrian improvements; and
 - 13 percent on direct bicycle improvements.
- **Local streets and roads:** Of the \$29.6 million used, local agencies spent:
 - 77 percent on local road improvement projects;
 - 12 percent on various projects including paratransit services, bus facilities improvements, general program administration, traffic management, engineering, and maintenance; and
 - 11 percent on bicycle and pedestrian projects.
- **Mass transit:** Of the \$24.8 million used, local agencies spent:
 - 80 percent on bus operations;
 - 12 percent on rail operations; and
 - 8 percent on ferry operations.
- **Paratransit:** Of the \$11.0 million used, local agencies spent
 - 54 percent on services for people with disabilities;
 - 45 percent on services for seniors and people with disabilities;
 - 1 percent on other senior transportation services.

Measure B and Measure BB Expenditures by Transportation Mode

	Bicycle and Pedestrian Fund	Local Streets and Roads Fund	Mass Transit Fund	Paratransit Fund	Total Expenditures
Bicycle	\$863,852	\$0	\$0	\$0	\$863,852
Bicycle and Pedestrian	\$3,438,742	\$807,623	\$0	\$0	\$4,246,365
Pedestrian	\$2,327,613	\$2,377,938	\$0	\$0	\$4,705,551
Local Streets and Roads	\$0	\$22,814,857	\$0	\$0	\$22,814,857
Bus	\$0	\$0	\$19,765,295	\$0	\$19,765,295
Ferry	\$0	\$0	\$2,111,539	\$0	\$2,111,539
Rail	\$0	\$2,599	\$2,955,400	\$0	\$2,957,999
Disabled Services	\$0	\$0	\$0	\$4,960,723	\$4,960,723
Meals on Wheels	\$0	\$0	\$0	\$31,813	\$31,813
Seniors and Disabled Services	\$0	\$0	\$0	\$5,967,702	\$5,967,702
Other	\$0	\$3,576,683	\$0	\$581	\$3,577,264
Total	\$6,630,206	\$29,579,699	\$24,832,234	\$10,960,820	\$72,002,960

Measure B and Measure BB Expenditures by Project Phase

Alameda County's sales tax dollars are invested in a wide variety of projects across the county to improve and maintain the transportation infrastructure. By project phase, the twenty DLD fund recipients reported 49 percent of total expenditures on operations to improve and maintain roadways, bicycle trails, and transit operations that enable greater access, safety and travel convenience to commuters and residents. This level of investment by phase is consistent with the prior year expenditures for operations.

Other top expenditures by phase include:

- Construction (\$20.7 million)
- Project Completion / Closeout (\$6.4 million)
- Scoping, Feasibility and Planning (\$3.8 million)
- Maintenance (\$3.4 million)

Local Streets and Roads Expenditures by Project Phase

Alameda CTC distributes local streets and roads fund to fourteen cities and the county for local transportation expenditures including ongoing pavement rehabilitation programs, bicycle/pedestrian improvements, transit operations, and capital infrastructure investments. In FY 14-15, agencies expended \$29.6 million in Measure B funds for local transportation related activities. No expenditures in this program were tied to Measure BB funds due to the timing of receipt of the newly collected distributions at the end of FY 14-15. Of the total expenditures, \$22.8 million was spent on projects that directly improved road and bicycle/pedestrian facilities, while the remaining \$6.8 million funded transit infrastructure and services.

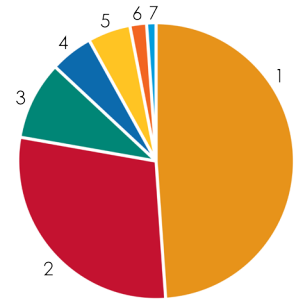
By Project Phase, 48 percent of expenses were reported in the Construction Phase totaling \$14.1 million. Construction projects include street resurfacing, street reconstruction and overlay, drainage improvements, turn lanes, curb ramps, and stair repairs. An additional \$5.6 million (19 percent) was spent on the Project Completion / Closeout Phase.

Other top local streets and roads expenditures by phase include:

- Maintenance (\$3.3 million)
- Scoping, Feasibility and Planning (\$3.3 million)

FY 14-15 Program Highlights:

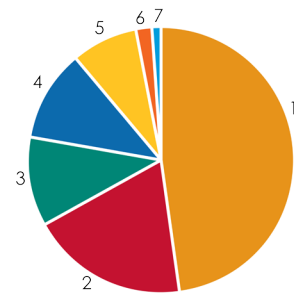
- The City of Oakland resurfaced and performed maintenance on over twenty lane miles of pavement to prolong the life of the roadways.
- The City of San Leandro's Annual Slurry Seal program repaired approximately eleven lane miles of street surfaces.



Total Measure B/BB Expenditures by Phase

Dollars in millions

1 Operations	\$35.5	49%
2 Construction	\$20.7	29%
3 Project Completion / Closeout	\$6.4	9%
4 Scoping, Feasibility and Planning	\$3.8	5%
5 Maintenance	\$3.4	5%
6 Other	\$1.2	2%
7 PS&E	\$1.0	1%
Total Expenditures	\$72.0	100%

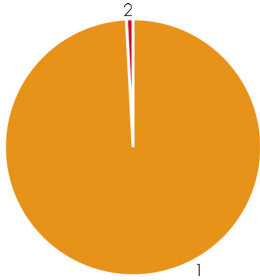


Local Streets & Roads Expenditures by Phase

Dollars in millions

1 Construction	\$14.1	48%
2 Project Completion/Closeout	\$5.6	19%
3 Maintenance	\$3.3	11%
4 Scoping, Feasibility & Planning	\$3.3	11%
5 Operations	\$2.2	8%
6 PS&E	\$0.6	2%
7 Other	\$0.5	1%
Total Expenditures	\$29.6	100%

Expenditures by Project Phase



Mass Transit Expenditures by Phase

Dollars in millions

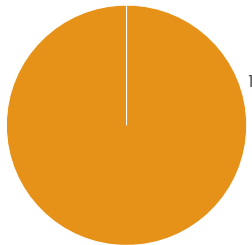
1 Operations	\$22.7	90%
2 Other	\$2.1	10%
Total Expenditures	\$24.8	100%

Mass Transit Expenditures by Project Phase

Transit agencies expended 90 percent of Measure B and Measure BB Transit funds on service operations in the amount of \$22.7 million. Additional expenditures are tied to construction related improvements including ferry maintenance and transit facility repairs.

FY 14-15 Program Highlights:

- Measure B funds supported AC Transit's fixed route transit operations to provide over 47 million one-way trips.
- LAVTA used a combination of Measure B and Measure BB Direct Local Distributions to provide 1.6 million one-way trips for Tri-Valley residents.
- San Francisco Water Emergency Transportation Authority (WETA) performed mid-life refurbishments on the Bay Breeze and Peralta ferry, as well as capital improvements to ferry facilities.



Paratransit Expenditures by Phase

Dollars in millions

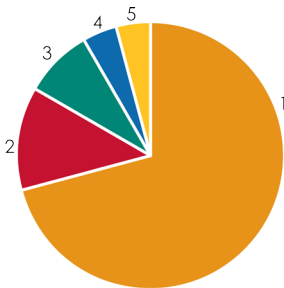
1 Operations	\$11.0	100%
Total Expenditures	\$11.0	100%

Paratransit Expenditures by Project Phase

Agencies spent 100 percent of the \$11.0 million in Measure B and Measure BB paratransit funds on operations and services for transportation, meal delivery, and travel training to seniors and people with disabilities.

FY 14-15 Program Highlights:

- The City of Albany provided over 6,000 group recreational trips as part of the city's effort to improve the quality of life for seniors and people with disabilities.
- The City of Hayward provided 10,000 trips through the same-day taxi program.
- BART's ADA mandated service operations provided over 225,000 passenger trips using Measure B and Measure BB funds.



Bicycle and Pedestrian Expenditures by Phase

Dollars in millions

1 Construction	\$4.5	68%
2 Project Completion/ Closeout	\$0.8	12%
3 Scoping, Feasibility & Planning	\$0.5	8%
4 PS&E	\$0.4	6%
5 Other	\$0.4	6%
Total Expenditures	\$6.6	100%

Bicycle and Pedestrian Safety Expenditures by Project Phase

Agencies reported total Measure B and Measure BB expenditures of \$6.6 million on bicycle and pedestrian projects. The majority of these expenditures funded construction of capital projects such as gap closures, sidewalk improvements, and pathway maintenance. These improvements help achieve a more reliable and more connected bicycle/pedestrian network that makes walking and biking safer and more accessible throughout the county.

FY 14-15 Program Highlights:

- The City of Oakland's Skyline Boulevard Bikeway project repaved, restriped and marked 1.6 lane miles of new bicycle facilities.
- The City of Piedmont implemented the Highland Avenue and Parkway Drainage improvements that replaced 700 linear feet of curb

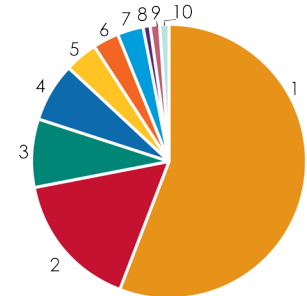
Measure B Expenditures by Project Type

Local Streets and Roads Expenditures by Project Type

Jurisdictions reported a total of \$29.6 million in local street and road expenditures for transportation improvements. By project type, approximately \$16.7 million went to street resurfacing and maintenance, \$4.8 million supported staffing program administration, and \$2.3 million was used for sidewalk and ramp improvements. The investments in these expenditures are consistent with the prior year's expenditures by type. The other expenditures including financing a wide variety of improvements such as traffic calming improvements, complete street and streetscaping enhancements, and bicycle/pedestrian outreach and safety training.

FY 14-15 Program Highlights:

- The City of Alameda resurfaced six lane miles on various streets to replace striping, reseal surfaces, and to upgrade curb ramps.
- The City of Berkeley expended \$576,000 on its street maintenance program to provide pothole and street repairs.
- The City of Hayward reconstructed 550,000 square feet of pavement to repair deteriorated streets and roads.
- Union City's Huntwood Avenue / Whipple Road Intersection Drainage Improvement replaced 4,800 square feet of sidewalk, curb and gutter.



Local Streets & Roads Expenditures by Type
Dollars in millions

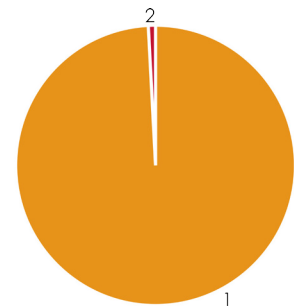
1 Street Resurfacing & Maintenance	\$16.7	56%
2 Staffing	\$4.8	16%
3 Sidewalk and Ramps	\$2.3	8%
4 Bridges and Tunnels	\$2.0	7%
5 Signals	\$1.1	4%
6 Complete Streets	\$1.0	3%
7 Other	\$1.0	3%
8 Traffic Calming	\$0.3	1%
9 Pedestrian Crossing Improvements	\$0.2	1%
10 Bikeways and Paths	\$0.2	1%
Total Expenditures	\$29.6	100%

Mass Transit Expenditures by Project Type

Of the \$24.8 million Mass Transit Program expenditures by transit agencies, approximately 91 percent of funds went to operations and the remaining amount was used for equipment purchases and facilities maintenance.

FY 14-15 Program Highlights:

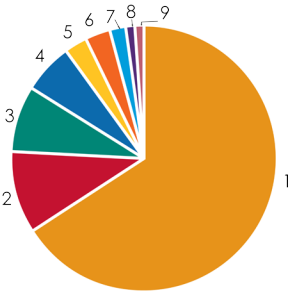
- The Altamont Corridor Express transported over 1.2 million passengers to the Vasco, Livermore, Pleasanton, and Fremont stations.
- WETA expended funds on its refurbishment projects at the Alameda Main Street and Oakland Jack London Square terminals.



Mass Transit Expenditures by Type
Dollars in millions

1 Operations	\$22.7	91%
2 Equipment	\$2.1	9%
Total Expenditures	\$24.8	100%

Expenditures by Project Type



Paratransit Expenditures by Type

Dollars in millions

1 ADA-mandated Services	\$7.4	66%
2 City-Based Door to Door	\$1.1	10%
3 Program Administration	\$0.9	8%
4 Same Day Taxi Program	\$0.6	6%
5 Shuttle or Fixed Route Trips	\$0.3	3%
6 Customer Service/Outreach	\$0.3	3%
7 Group Trips	\$0.2	2%
8 Meal Delivery	\$0.1	1%
9 Other	\$0.1	1%
Total Expenditures	\$11.0	100%

Paratransit Expenditures by Project Type

By project type, agencies reported \$10.5 million in Measure B and \$0.5 million in Measure BB expenditures for paratransit related activities. The majority of the combined \$11.0 million in Paratransit program expenditures went towards Americans with Disabilities Act (ADA) mandated services, which includes approximately \$6.9 million in AC Transit and BART ADA-mandated paratransit services provided through the East Bay Paratransit Consortium. Other paratransit expenditures by type include \$1.1 million for city-based door-to-door programs and \$584,000 for same-day taxi programs.

FY 14-15 Program Highlights:

- The City of Alameda's Paratransit Shuttle provided over 5,100 one-way trips funded exclusively with Measure B funds.
- The City of Albany's taxi subsidy program provided 380 trips using \$4,700 in Measure B funds.
- Measure BB supported ADA mandated services provided by BART, LAVTA and Union City in the amount of \$0.5 million.
- The City of Fremont provided approximately 17,000 one-way trips for local door-to-door medical, grocery, and recreational trips for seniors and people with disabilities.
- The City of San Leandro transported over 13,000 passengers as part of its Flex Shuttle Paratransit Program funded with \$245,000 in Measure B funds.
- The City of Newark delivered 14,000 meals as part of its Meal Delivery Program.

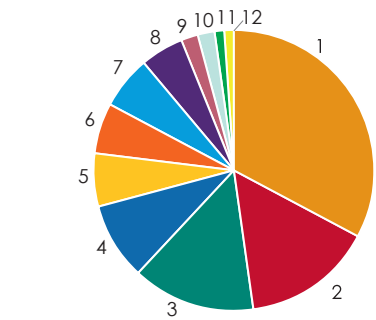


Bicycle and Pedestrian Expenditures by Project Type

By project type, a total of \$6.6 million in Measure B funds was expended in FY 14-15 to implement countywide bicycle/pedestrian improvements. No Measure BB expenditures were incurred during this period due to the timing of receipt of funds. The majority of Measure B expenditures were for sidewalk and ramp improvements (\$2.2 million), safety improvements (\$1.0 million), and bikeway enhancements (\$0.9 million).

FY 14-15 Program Highlights:

- The City of Dublin added a rectangular rapid flashing beacon at two intersections which provided safer crossing for pedestrians in the downtown area on Amador Valley Blvd.
- The City of Hayward relocated a pedestrian and bicycle bridge on Industrial Blvd as part of the County's Floodwater Improvement project.
- The City of Piedmont performed safety improvements on a bridge on Oakland Avenue which included upgrades to the pedestrian ramps and installation of safety rails across the bridge.
- The City of San Leandro implemented railroad safety crossing improvements at two sidewalks locations approaching the Union Pacific Railroad pedestrian crossings.
- Union City installed eight-six wheelchair ramps and truncated domes as part of an effort to retrofit existing sidewalk ramps to ADA standards.



Bicycle and Pedestrian Expenditures by Type

Dollars in millions

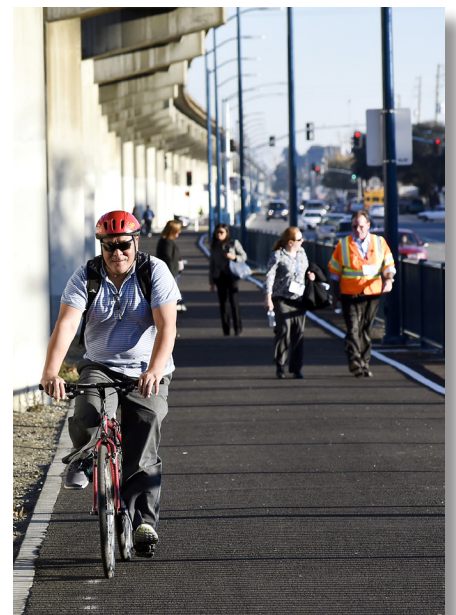
1 Sidewalk and Ramps	\$2.2	33%
2 Safety Improvements	\$1.0	15%
3 Bikeways (non-Class 1)	\$0.9	14%
4 Multiuse Paths	\$0.6	9%
5 Other	\$0.4	6%
6 Traffic Calming	\$0.4	6%
7 Streetscape/Complete Streets	\$0.4	6%
8 Pedestrian Crossing Improv.	\$0.3	5%
9 Education and Promotion	\$0.1	2%
10 Signals	\$0.1	2%
11 Master Plan	\$0.1	1%
12. Staffing	\$0.1	1%
Total Expenditures	\$6.6	100%

Measure B and Measure BB Program Administration

Per the MPFA, Measure B and Measure BB funds are eligible to support activities that include the implementation and construction of transportation related improvements. Each year Measure B and Measure BB recipients expend funds not only on construction activities, but also on staffing activities associated with program administration and project development.

In FY 14-15, approximately 8 percent of Measure B and Measure BB 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 and Measure BB funds expeditiously on local transportation improvements, the Alameda CTC's Timely Use of Funds Policy requires jurisdictions to report anticipated use of all Measure B and Measure BB funds for each of their programs. As part of the annual compliance reporting process, jurisdictions provide information on planned uses of these funds on 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/BB 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/BB 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/BB 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/BB recipients are required to provide an implementation plan using uncommitted fund balances and anticipated annual revenue. Alameda CTC utilizes the reported information to track reported expenditures and to monitor the implementation plans for compliance with the MPFA's Timely Use of Funds Policy. This policy began as part of the reporting on FY 11-12 expenditures in 2012.

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 monitors the reports for compliance with the requirements of the policy.

Alameda CTC's compliance reporting evaluation includes the following:

1. Monitor jurisdictions' implementation plans to ensure jurisdictions are actively expending Measure B and Measure BB 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.

For FY 14-15, all Measure B and Measure BB DLD fund recipients are found to be in compliance with the Timely Use of Funds Policies for reserves. Recipients have demonstrated a commitment to expending reserve balances and fulfilled the commitments of the policy. The individual program compliance reports and the recipient's implementation plans can be found on the website: http://www.alamedactc.org/app_pages/view/4135.

In December 2015, Alameda CTC adopted a new Timely Use of Funds Policy that will replace the existing Timely Use of Funds Policy to facilitate greater oversight and compliance administration of DLD funds. This new policy states that a recipient may not carry a end of year fund balance greater than 40 percent of their annual revenue received for four consecutive years in a row. Alameda CTC will implement this policy on FY 16-17 funds as part of updated Master Programs Funding Agreements starting on July 1, 2016.

As such, this FY 14-15 reporting period will be the last year of implementing and monitoring the Timely Use of Funds and Reserve Policies.



FY 14-15 Program Compliance Determination and Future Reporting

FY 14-15 Measure B and Measure BB Compliance Determination



For the FY 14-15 reporting year, all Measure B and Measure BB recipients submitted compliance reports and audited financial statements that complied with the 2000 Measure B and 2014 Measure BB Transportation Expenditure Plans and funding agreement requirements. From these reports and follow-up correspondences with the individual recipients, Alameda CTC has determined that the Measure B and Measure BB DLD recipients are in compliance with the reporting, expenditure requirements, and Timely Use of Funds and Reserve policies for expenses incurred in FY 14-15.



Future Reporting and Performance Monitoring

Alameda CTC will continue to monitor the recipients compliance with the 2000 Measure B and 2014 Measure BB Transportation Expenditure Plans and funding agreement requirements through future compliance reporting processes. In an effort to streamline the compliance administration and recipient reporting on all Measure B and Measure BB DLD funds, Alameda CTC and the recipients entered into new Master Programs Funding Agreements effective July 1, 2016 through June 30, 2026. The updated agreements includes new timely use of funds policies and performance monitoring requirements that are to be applied to fiscal year 2016-17 funds and will be monitored in future compliance reports and other agency performance reports.

Next year's compliance reporting on fiscal year 2015-16 Measure B and Measure BB expenditures will establish a baseline of reporting expectations and performance data that will be monitored. The focus of future reports will include:

- Monitoring the draw down of existing fund balances
- Performance monitoring of the use of funds
- Monitoring consistency with Expenditure Plan requirements
- Verifying compliance with the updated timely use of fund requirements
- Verifying recipient's completion of general reporting obligations
- Monitoring Measure BB Local Street and Road expenditures on Bicycle and Pedestrian benefits



Measure B and Measure BB Fund Balances

Measure B and Measure BB FY 14-15 Program Fund Balances By Recipient

AC Transit

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Mass Transit	\$2,272,711	\$21,337,338	\$0	\$18,306,102	\$5,303,947
Paratransit	\$791,556	\$5,109,114	\$0	\$4,630,668	\$1,270,002
Total	\$3,064,267	\$26,446,452	\$0	\$22,936,770	\$6,573,949

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Mass Transit	\$0	\$4,714,683	\$0	\$0	\$4,714,683
Paratransit	\$0	\$1,128,515	\$0	\$0	\$1,128,515
Total	\$0	\$5,843,198	\$0	\$0	\$5,843,198



Altamont Corridor Express (ACE)

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Mass Transit	\$2,168,441	\$2,616,261	\$5,720	\$2,614,119	\$2,176,303
Total	\$2,168,441	\$2,616,261	\$5,720	\$2,614,119	\$2,176,303

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Mass Transit	\$0	\$250,781	\$0	\$215,891	\$34,890
Total	\$0	\$250,781	\$0	\$215,891	\$34,890



SF Bay Area Rapid Transit (BART)

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Paratransit	\$0	\$1,838,787	\$0	\$1,838,787	\$0
Total	\$0	\$1,838,787	\$0	\$1,838,787	\$0

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Paratransit	\$0	\$376,172	\$0	\$376,172	\$0
Mass Transit	\$0	\$125,390	\$0	\$125,390	\$0
Total	\$0	\$501,562	\$0	\$501,562	\$0



**Measure B and Measure BB
FY 14-15 Program Fund Balances By Recipient**

Livermore Amador Valley Transit Authority (LAVTA)

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Mass Transit	\$0	\$851,519	\$0	\$851,519	\$0
Paratransit	\$0	\$158,020	\$0	\$158,020	\$0
Total	\$0	\$1,009,539	\$0	\$1,009,539	\$0

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Mass Transit	\$0	\$125,391	\$0	\$125,391	\$0
Paratransit	\$0	\$50,920	\$0	\$50,920	\$0
Total	\$0	\$176,311	\$0	\$176,311	\$0



SF Water Emergency Transportation Authority (WETA)

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Mass Transit	\$3,446,424	\$962,587	\$1,183	\$2,111,539	\$2,298,655
Total	\$3,446,424	\$962,587	\$1,183	\$2,111,539	\$2,298,655

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Mass Transit	\$0	\$125,391	\$0	\$0	\$125,391
Total	\$0	\$125,391	\$0	\$0	\$125,391

Alameda County Public Works Association (ACPWA)

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$1,904,433	\$2,718,293	\$14,171	\$2,872,870	\$1,764,027
Bicycle and Pedestrian	\$351,729	\$429,772	\$4,091	\$210,513	\$575,079
Total	\$2,256,162	\$3,148,065	\$18,262	\$3,083,383	\$2,339,106

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$436,278	\$0	\$0	\$436,278
Bicycle and Pedestrian	\$0	\$69,868	\$0	\$0	\$69,868
Total	\$0	\$506,146	\$0	\$0	\$506,146



Measure B and Measure BB
FY 14-15 Program Fund Balances By Recipient



City of Alameda

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$2,543,158	\$1,691,252	\$10,210	\$1,402,727	\$2,841,893
Bicycle and Pedestrian	\$61,638	\$224,498	\$133	\$250,000	\$36,269
Paratransit	\$150,918	\$171,679	\$666	\$131,991	\$191,272
Total	\$2,755,714	\$2,087,429	\$11,009	\$1,784,718	\$3,069,434

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$316,897	\$0	\$0	\$316,897
Bicycle and Pedestrian	\$0	\$36,497	\$0	\$0	\$36,497
Paratransit	\$0	\$35,813	\$0	\$0	\$35,813
Total	\$0	\$389,207	\$0	\$0	\$389,207

City of Albany

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$51,965	\$385,280	\$12	\$118,123	\$319,134
Paratransit	\$10,741	\$34,336	\$2	\$41,330	\$3,749
Bicycle and Pedestrian	\$66,472	\$55,070	\$130	\$65,913	\$55,759
Total	\$129,178	\$474,686	\$144	\$225,366	\$378,642

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$72,192	\$0	\$0	\$72,192
Paratransit	\$0	\$7,163	\$0	\$0	\$7,163
Bicycle and Pedestrian	\$0	\$8,953	\$0	\$0	\$8,953
Total	\$0	\$88,307	\$0	\$0	\$88,307

City of Berkeley

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$1,881,862	\$2,775,644	\$1,198	\$3,369,472	\$1,289,232
Bicycle and Pedestrian	\$523,848	\$345,758	\$553	\$388,207	\$481,952
Paratransit	\$156,914	\$278,713	\$135	\$260,511	\$175,251
Total	\$2,562,624	\$3,400,115	\$1,886	\$4,018,190	\$1,946,435

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$520,084	\$0	\$0	\$520,084
Bicycle and Pedestrian	\$0	\$56,210	\$0	\$0	\$56,210
Paratransit	\$0	\$58,141	\$0	\$0	\$58,141
Total	\$0	\$634,434	\$0	\$0	\$634,434

Measure B and Measure BB
FY 14-15 Program Fund Balances By Recipient

City of Dublin

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$816,319	\$396,556	\$5,899	\$682,726	\$536,048
Bicycle and Pedestrian	\$52,780	\$149,070	\$526	\$70,219	\$132,157
Total	\$869,099	\$545,626	\$6,425	\$752,945	\$668,205

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$70,906	\$0	\$0	\$70,906
Bicycle and Pedestrian	\$0	\$24,234	\$0	\$0	\$24,234
Total	\$0	\$95,140	\$0	\$0	\$95,140

City of Emeryville

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$255,796	\$271,146	\$2,347	\$15,457	\$513,832
Bicycle and Pedestrian	\$142,615	\$30,685	\$178	\$31,331	\$142,147
Paratransit	\$18,389	\$24,985	\$17	\$27,089	\$16,302
Total	\$416,800	\$326,816	\$2,542	\$73,877	\$672,281

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$50,806	\$0	\$0	\$50,806
Bicycle and Pedestrian	\$0	\$4,988	\$0	\$0	\$4,988
Paratransit	\$0	\$5,212	\$0	\$0	\$5,212
Total	\$0	\$61,006	\$0	\$0	\$61,006

City of Fremont

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$1,146,691	\$2,201,320	\$2,651	\$2,458,645	\$892,017
Paratransit	\$349,275	\$844,602	\$1,388	\$1,003,802	\$191,463
Bicycle and Pedestrian	\$1,788,795	\$657,199	\$6,477	\$1,335,294	\$1,117,177
Total	\$3,284,761	\$3,703,121	\$10,516	\$4,797,741	\$2,200,657

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$393,607	\$0	\$0	\$393,607
Paratransit	\$0	\$99,094	\$0	\$0	\$99,094
Bicycle and Pedestrian	\$0	\$106,841	\$0	\$0	\$106,841
Total	\$0	\$599,542	\$0	\$0	\$599,542



Measure B and Measure BB
FY 14-15 Program Fund Balances By Recipient

City of Hayward



Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$691,370	\$2,219,270	\$332	\$2,543,211	\$367,761
Paratransit	\$932,812	\$781,846	\$4,249	\$829,387	\$889,520
Bicycle and Pedestrian	\$416,071	\$444,520	\$2,588	\$512,470	\$350,709
Total	\$2,040,253	\$3,445,636	\$7,169	\$3,885,068	\$1,607,990

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$396,817	\$0	\$0	\$396,817
Paratransit	\$0	\$141,205	\$0	\$0	\$141,205
Bicycle and Pedestrian	\$0	\$72,265	\$0	\$0	\$72,265
Total	\$0	\$610,287	\$0	\$0	\$610,287

City of Livermore



Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$1,113,781	\$945,123	\$3,678	\$1,464,357	\$598,225
Bicycle and Pedestrian	\$816,551	\$248,999	\$3,320	\$440,723	\$628,147
Total	\$1,930,332	\$1,194,122	\$6,998	\$1,905,080	\$1,226,372

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$168,993	\$0	\$0	\$168,993
Bicycle and Pedestrian	\$0	\$40,480	\$0	\$0	\$40,480
Total	\$0	\$209,473	\$0	\$0	\$209,473

City of Newark

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$399,960	\$460,866	\$629	\$447,243	\$414,212
Paratransit	\$63,183	\$168,221	\$183	\$181,000	\$50,587
Bicycle and Pedestrian	\$12,058	\$129,518	\$186	\$0	\$141,762
Total	\$475,201	\$758,605	\$998	\$628,243	\$606,561

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$82,405	\$0	\$0	\$82,405
Paratransit	\$0	\$19,737	\$0	\$0	\$19,737
Bicycle and Pedestrian	\$0	\$21,056	\$0	\$0	\$21,056
Total	\$0	\$123,198	\$0	\$0	\$123,198

Measure B and Measure BB
FY 14-15 Program Fund Balances By Recipient

City of Oakland

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$9,262,519	\$10,333,520	\$27,573	\$10,303,203	\$9,320,409
Bicycle and Pedestrian	\$2,185,457	\$1,193,286	\$5,645	\$1,898,193	\$1,486,195
Paratransit	\$0	\$1,020,553	\$0	\$754,765	\$265,788
Total	\$11,447,976	\$12,547,359	\$33,218	\$12,956,161	\$11,072,392

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$1,936,233	\$0	\$0	\$1,936,233
Bicycle and Pedestrian	\$0	\$193,992	\$0	\$0	\$193,992
Paratransit	\$0	\$212,891	\$0	\$0	\$212,891
Total	\$0	\$2,343,116	\$0	\$0	\$2,343,116



City of Piedmont

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$223,972	\$394,094	\$300	\$593,437	\$24,930
Bicycle and Pedestrian	\$169,790	\$32,542	\$27	\$111,704	\$90,655
Total	\$393,762	\$426,636	\$327	\$705,141	\$115,585

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$73,843	\$0	\$0	\$73,843
Bicycle and Pedestrian	\$0	\$5,290	\$0	\$0	\$5,290
Total	\$0	\$79,133	\$0	\$0	\$79,133



City of Pleasanton

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$357,189	\$787,564	\$4,640	\$786,513	\$362,880
Bicycle and Pedestrian	\$1,328,909	\$214,771	\$9,767	\$385,550	\$1,167,897
Paratransit	\$0	\$101,138	\$0	\$101,138	\$0
Total	\$1,686,098	\$1,103,473	\$14,407	\$1,273,201	\$1,530,777

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$140,820	\$0	\$0	\$140,820
Bicycle and Pedestrian	\$0	\$34,915	\$0	\$0	\$34,915
Paratransit	\$0	\$32,590	\$0	\$0	\$32,590
Total	\$0	\$208,325	\$0	\$0	\$208,325

Measure B and Measure BB
FY 14-15 Program Fund Balances By Recipient



City of San Leandro

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$2,504,041	\$1,289,161	\$10,452	\$1,190,764	\$2,612,890
Bicycle and Pedestrian	\$793,366	\$258,983	\$2,100	\$502,286	\$552,163
Paratransit	\$122,981	\$304,150	\$0	\$245,285	\$181,846
Total	\$3,420,388	\$1,852,294	\$12,552	\$1,938,335	\$3,346,899

Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$230,509	\$0	\$0	\$230,509
Bicycle and Pedestrian	\$0	\$42,102	\$0	\$0	\$42,102
Paratransit	\$0	\$54,931	\$0	\$0	\$54,931
Total	\$0	\$327,542	\$0	\$0	\$327,542

City of Union City / Union City Transit

Measure B Program	FY 14-15 Starting MB Balance	FY 14-15 MB Revenue	FY 14-15 MB Interest	FY 14-15 MB Expenditures	FY 14-15 Ending MB Balance
Local Streets and Roads	\$636,103	\$700,382	\$1,627	\$1,330,951	\$7,161
Mass Transit	\$0	\$419,589	\$0	\$419,589	\$0
Paratransit	\$0	\$295,308	\$0	\$295,308	\$0
Bicycle and Pedestrian	\$506,236	\$213,150	\$3,373	\$427,803	\$294,956
Total	\$1,142,339	\$1,628,429	\$5,000	\$2,473,651	\$302,117

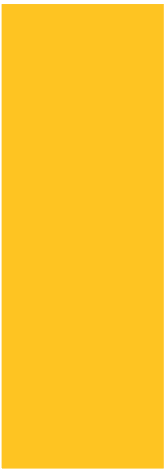
Measure BB Program	FY 14-15 Starting MBB Balance	FY 14-15 MBB Revenue	FY 14-15 MBB Interest	FY 14-15 MBB Expenditures	FY 14-15 Ending MBB Balance
Local Streets and Roads	\$0	\$125,232	\$0	\$0	\$125,232
Mass Transit	\$0	\$62,695	\$0	\$62,695	\$0
Paratransit	\$0	\$34,647	\$0	\$34,647	\$0
Bicycle and Pedestrian	\$0	\$34,651	\$0	\$0	\$34,651
Total	\$0	\$257,226	\$0	\$97,342	\$159,884





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Vehicle Registration Fee
Direct Local Distributions
Program Compliance Report
Fiscal Year 2014-2015



Alameda County Transportation Commission
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Oakland, CA 94607
www.AlamedaCTC.org

DRAFT JUNE 2016

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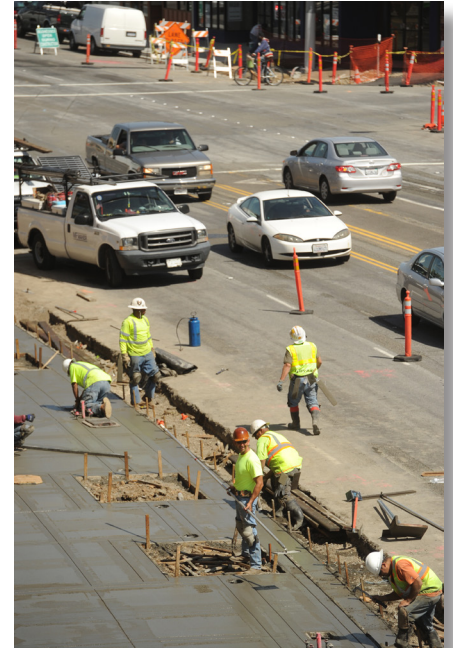
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Introduction

In November 2010, Alameda County voters approved the Measure F Vehicle Registration Fee (VRF) to authorize the annual collection of a \$10 per vehicle registration fee. 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 and 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 with fifteen jurisdictions eligible to receive VRF funds known as "Direct Local Distribution" (DLD) funds. Through the Master Program Funding Agreement (MPFA), Alameda CTC outlines specific requirements tied to eligible usage of VRF funds, and reporting requirements. This Compliance Report provides a summary of fiscal year 2014-15 (FY 14-15) 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 Distribution Revenues

VRF Direct Local Distributions

Dollars in millions

1 Local Streets and Roads	\$7.4	100%
Total Distributions	\$7.4	100%

The Alameda CTC disburses VRF DLD 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 FY 14-15.

The data within this report is based on information included in compliance and audited financial statement reports submitted by jurisdictions at the end of the calendar 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. Approximately 60 percent of net VRF program funds are allocated to local jurisdictions as DLD funds.

In FY 14-15 Alameda CTC provided approximately \$7.4 million in VRF DLD funds 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 and Measure BB transportation sales tax programs to implement projects and programs that support the growth and longevity of the transportation system.



Vehicle Registration Fee Direct Local Distribution Expenditures

The VRF program is in its fourth full fiscal year of implementation. In FY 14-15, approximately \$7.2 million in VRF funds were spent on local road improvements and maintenance activities. This is \$0.3 million less than the than the prior fiscal year due to fluctuating maintenance and implementation schedules. 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. VRF funds continue to be an instrumental source of revenues to maintain a state of good repair of Alameda County's roadways.

See the chart below for more information on VRF DLD fund balances, revenue, and expenditures in FY 14-15.

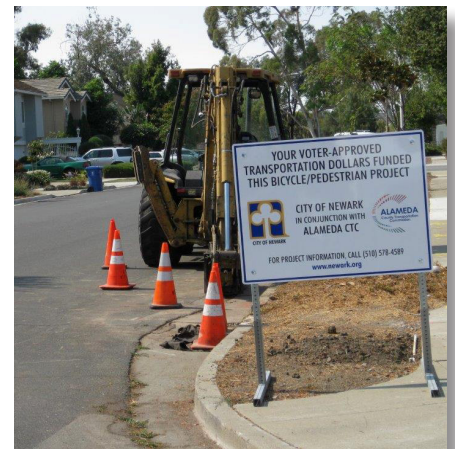


FY 14-15 VRF Expenditures and Fund Balances

Jurisdiction	14-15 Starting VRF Balance	14-15 VRF Revenue	14-15 VRF Interest	14-15 VRF Expended	14-15 Ending VRF Balance
ACPWA	\$201,734	\$728,272	\$1,668	\$616,913	\$314,761
City of Alameda	\$775,835	\$331,984	\$3,025	\$400,000	\$710,844
City of Albany	\$19,932	\$81,436	\$46	\$17,961	\$83,453
City of Berkeley	\$1,115,599	\$511,302	\$1,136	\$568,129	\$1,059,908
City of Dublin	\$85,478	\$252,863	\$847	\$165,000	\$174,188
City of Emeryville	\$42,257	\$45,376	\$416	\$650	\$87,399
City of Fremont	\$695,116	\$1,069,527	\$1,082	\$1,231,140	\$534,585
City of Hayward	\$552,802	\$753,205	\$296	\$847,524	\$458,779
City of Livermore	\$558,359	\$422,370	\$3,043	\$208,858	\$774,914
City of Newark	\$423,072	\$210,779	\$844	\$155,000	\$479,695
City of Oakland	\$2,976,536	\$1,764,613	\$9,860	\$1,728,416	\$3,022,593
City of Piedmont	\$141,876	\$48,122	\$555	\$160,100	\$30,453
City of Pleasanton	\$174,602	\$364,309	\$1,996	\$382,578	\$158,329
City of San Leandro	\$499,093	\$438,826	\$1,843	\$320,010	\$619,752
City of Union City	\$849,671	\$346,881	\$6,126	\$397,746	\$804,932
Total	\$9,111,962	\$7,369,866	\$32,783	\$7,200,025	\$9,314,585

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 Ending VRF balance includes interest on VRF funds.



Vehicle Registration Fee Direct Local Program Distribution Expenditures

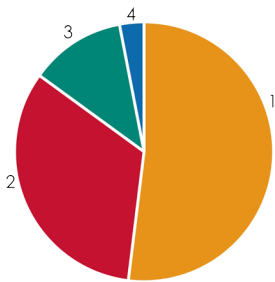
Total VRF Funds Expended

Dollars in millions

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

Per the VRF 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 14-15, the jurisdictions reported \$7.2 million in VRF expenditures that supported local roadway and complete streets improvements. Of those total expenditures, \$6.8 million directly funded street and roads projects and the remaining \$0.4 million funded bicycle and pedestrian improvements related to streets and roads.



Total VRF Expenditures by Phase

Dollars in millions

1 Construction	\$4.5	63%
2 Project Closeout	\$2.0	29%
3 Maintenance	\$0.4	5%
4 Scoping/Planning	\$0.2	2%
5 Other	\$0.1	1%
Total Expenditures	\$7.2	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 14-15, \$4.5 million in VRF funds supported construction projects throughout Alameda County. These improvements included road rehabilitation projects, slurry seals, and other maintenance activities to maintain and improve local roadways. An additional \$2.0 million encompassed close-out activities from the prior fiscal year. The remaining \$0.7 million in VRF expenditures included general maintenance on roadway infrastructure improvements, as well as initial planning/project scoping for the next fiscal year's improvements. These expenditures help improve Alameda County's transportation infrastructure by improving, maintaining, and rehabilitating local roads.

Total VRF Expenditures by Project Type

By project type, VRF funds were expended on improvements that not only directly benefit the roadway infrastructure, but also on subsidiary elements such as safety improvements for bicyclists and pedestrians as part of an overall complete streets program to make transportation safe and accessible to all modes. In FY 14-15, by project type jurisdictions expended the majority of the \$7.2 million in expenditures on street resurfacing and maintenance (\$6.2 million). This is consistent with the prior year's expenditures. The remaining \$1.0 million in expenditures included bicycle safety enhancements, new sidewalks, upgraded curb ramps, and pedestrian crossing improvements.

Vehicle Registration Fee Revenue and Expenditure Trends

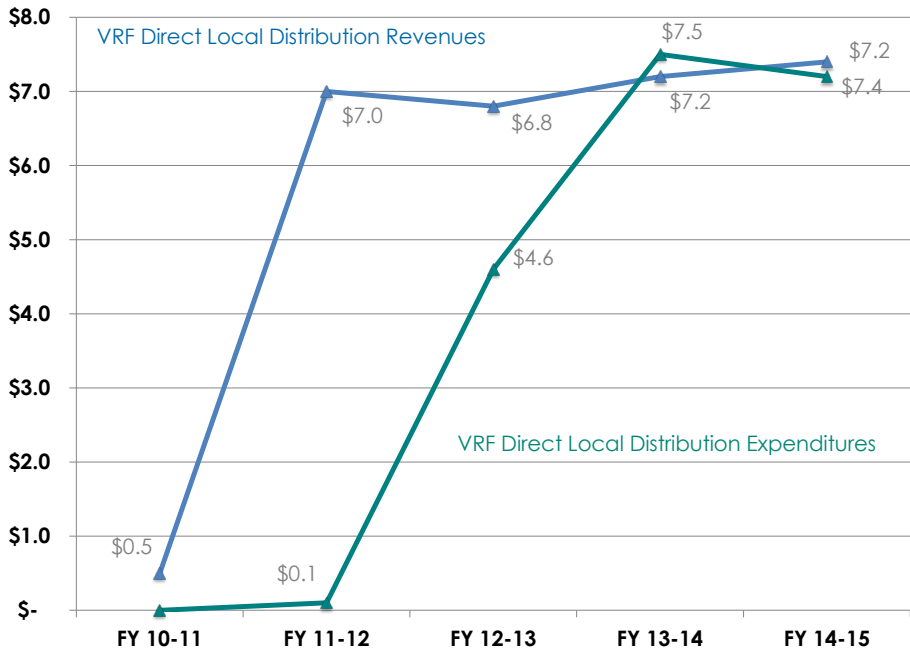
Alameda CTC has distributed approximately \$29.0 million in DLD funds to eligible cities and Alameda County since the start of the VRF program in 2011. Each year, Alameda CTC receives approximately \$12.0 million in receipts, of which approximately \$7.0 million (60 percent) is allocated directly to the cities and Alameda County. The VRF program currently contains four fiscal years of funding distributions and jurisdictions are beginning to expend more VRF funds as part of their annual program plans.

In FY 14-15, VRF expenditures amounted to \$7.2 million, which is \$0.3 million less than the prior year and indicative of the fluctuations between construction schedules and project closeout. Expenditures in the next fiscal year are expected to increase based on implementation plans submitted by the recipients. The chart below details the VRF program's annual revenues and expenditures since the start of the VRF program.



VRF Annual Revenue and Expenditure Trends FY 10-11 through FY 14-15

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.

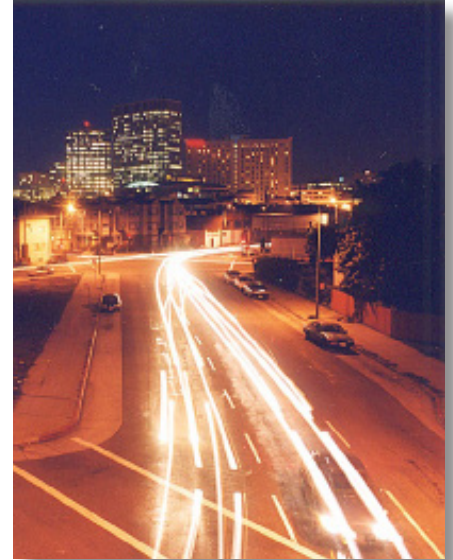
As part of the FY 11-12 Annual Compliance Report, Alameda CTC implemented the first year of monitoring and tracking fund reserves. In that report, jurisdictions provided implementation plans using remaining fund balances per the Timely Use of Funds Policy. Each subsequent fiscal year, jurisdictions are 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.

For FY 14-15, all VRF DLD fund recipients are found to be in compliance with the Timely Use of Funds Policies for reserves. Recipients have demonstrated a commitment to expending reserve balances and fulfilled the commitments of the policy. The individual program compliance reports and the recipient's implementation plans can be found on the website: http://www.alamedactc.org/app_pages/view/4135.

In December 2015, Alameda CTC adopted a new Timely Use of Funds Policy that will replace the existing Timely Use of Funds Policy to facilitate greater oversight and compliance administration of DLD funds. This new policy states that a recipient may not carry a end of year fund balance greater than 40 percent of their annual revenue received for four consecutive years in a row. Alameda CTC will implement this policy on FY 16-17 funds as part of an updated MPFA starting on July 1, 2016. As such, this FY 14-15 reporting period will be the last year of implementing and monitoring the Timely Use of Funds and Reserve Policies.



Vehicle Registration Fee FY 14-15 Program Compliance Determination and Future Reporting



FY 14-15 VRF Compliance Determination

For the FY 14-15 reporting year, all VRF recipients submitted compliance reports and audited financial statements that complied with the Measure F (VRF) Expenditure Plan and agreement requirements. From these reports and follow-up correspondences with the individual recipients, Alameda CTC has determined that the VRF DLD recipients are in compliance with the reporting, expenditure requirements, and Timely Use of Funds and Reserve policies for expenses incurred in FY 14-15.

Future Reporting and Performance Monitoring

Alameda CTC will continue to monitor the recipients compliance with the Measure F (VRF) Expenditure Plan and funding agreement requirements through future compliance reporting processes. In an effort to streamline the compliance administration and recipient reporting on all DLD funds from Measure B, Measure BB, and VRF programs, Alameda CTC and the recipients entered into new Master Programs Funding Agreements effective July 1, 2016 through June 30, 2026. The updated agreements includes new timely use of funds policies and performance monitoring requirements that are to be applied to fiscal year 2016-17 funds and will be monitored in future compliance reports and other agency performance reports.

Next year's compliance reporting on fiscal year 2015-16 VRF expenditures will establish a baseline of reporting expectations and performance data that will be monitored. The focus of future reports will include:

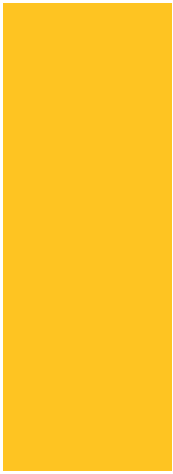
- Monitoring the draw down of existing fund balances
- Performance monitoring of the use of funds
- Monitoring consistency with Expenditure Plan requirements
- Verifying compliance with the updated timely use of fund requirements
- Verifying recipient's completion of general reporting obligations

Vehicle Registration Fee Local Road Improvement and Repair Program FY 14-15 Program Highlights

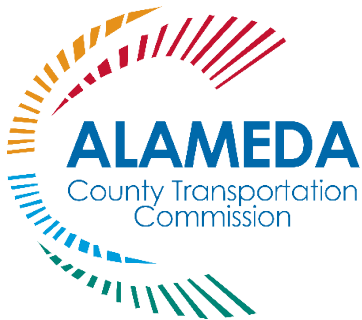
In FY 14-15, jurisdictions implemented approximately \$7.2 million in local road improvements and repairs to make Alameda County's transportation system safer, accessible, and maintained.

- **Alameda County:** Resurfaced five lane miles of pavement to extend pavement life and reliability.
- **City of Alameda:** Resurfaced six lane miles including upgrading ADA ramps, replacing striping and pavement crack sealing.
- **City of Albany:** Completed Striping and Signage Project on Washington Avenue Bicycle Boulevard, including 3,150 linear feet of striping.
- **City of Berkeley:** Constructed Oxford St./Berkeley Way Pedestrian Crossing Improvements to shorten the crossing distance and to increase pedestrian visibility with new crosswalks.
- **City of Dublin:** Upgraded citywide signal communications and signal maintenance to aid in traffic congestion and real time monitoring of vehicle circulation.
- **City of Emeryville:** Initiated work for the Hollis Street rehabilitation project.
- **City of Fremont:** Design work initiated on Quiet Zones on Nursery Avenue.
- **City of Hayward:** Rehabilitated 202,000 square feet of streets.
- **City of Livermore:** Repaired, sealed and rehabilitated 2.6 million square feet of roadway and pavement.
- **City of Newark:** Performed overlay of various streets with asphalt concrete on over 523,000 square feet.
- **City of Oakland:** Resurfaced 12 lane miles of city streets to improve vehicular, bike and pedestrian safety.
- **City of Piedmont:** Improved Highway Avenue and Park Way with drainage improvements and replacement of sidewalks.
- **City of Pleasanton:** Implemented Annual Curb and Gutter Replacement spanning over 2,100 linear feet as part of street resurfacing projects.
- **City of San Leandro:** Performed street sealing, repair and resurfacing on over 14 lane miles of city streets.
- **City of Union City:** Intersection improvements at 4th Street/L Street and First Street/Old Street to remove aging signal infrastructure.





alamedactc.org



**Summary of Exemptions for Agencies with
Balances of Greater than 30 percent
(Cumulatively Across the Programs)**

MEASURE B**City of Albany**

Program	Planned Expenditures FY 14-15	Actual Expenditures FY 14-15	Unspent Amount FY 14-15	Unspent Percentage	Reason Code
Bicycle and Pedestrian	\$ -	\$ -	\$ -	-	
Local Streets and Roads	\$ 385,334	\$ 118,123	\$ 267,211	69%	1, 2
Paratransit					
Totals:	\$ 385,334	\$ 118,123	\$ 267,211	69%	

City of Emeryville

Program	Planned Expenditures FY 14-15	Actual Expenditures FY 14-15	Unspent Amount FY 14-15	Unspent Percentage	Reason Code
Bicycle and Pedestrian	\$ 54,904	\$ 15,841	\$ 39,063	71%	1, 2
Local Streets and Roads					
Paratransit					
Total:	\$ 54,904	\$ 15,841	\$ 39,063	71%	

VEHICLE REGISTRATION FEE**City of Albany**

Program	Planned Expenditures FY 14-15	Actual Expenditures FY 14-15	Unspent Amount FY 14-15	Unspent Percentage	Reason Code
Local Streets and Roads	\$ 85,483	\$ 17,961	\$ 67,522	79%	1, 2
Total:	\$ 85,483	\$ 17,961	\$ 67,522	79%	

City of Emeryville

Program	Planned Expenditures FY 14-15	Actual Expenditures FY 14-15	Unspent Amount FY 14-15	Unspent Percentage	Reason Code
Local Streets and Roads	\$ 84,371	\$ 650	\$ 83,721	99%	1, 2
Total:	\$ 84,371	\$ 650	\$ 83,721	99%	

Reason/Justification Code

- (1) Project Delays
- (2) Revised Implementation Plan to implement other future projects
- (3) Expenditures incurred, but not accrued, in FY 14-15 and will be expended in FY 15-16.
- (4) Project Savings
- (5) Project scope reduced due to unforeseen issues i.e. funding issues, staffing shortages, community concern, etc.

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*Urban Village by the Bay***ALBANY CALIFORNIA**

CITY OF ALBANY



COMMUNITY DEVELOPMENT

1000 SAN PABLO AVENUE

ALBANY, CA 94706

510 528-5760

www.AlbanyCA.org/cd

May 13, 2016

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

Dear Mr. Nguyen,

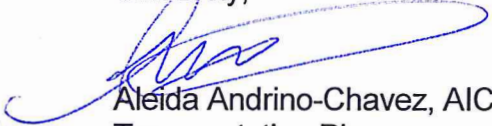
The City of Albany is kindly requesting an exemption to the Alameda County Transportation Commission for the Measure B and Vehicle Registration Fee (VRF) Master Agreements because it did not meet its unspent balance requirements during the FY 14/15 reporting period. According to this requirement, the unspent fund balance for each of the programs must be less than 30% and the City's unspent balance was 59% for the Measure B programs and 79% for the VRF Program.

The main reason for not meeting this requirement is that the City did not receive any construction bids for its Phase I of the 2015 Pavement Rehabilitation Program in the spring of 2015. This may be due to the fact that the Phase I of this project was a small scale construction project and contractors were already busy with summer contracts last year. This obviously delayed the timely use of funds for Fiscal Year 14/15 as the City's Pavement Rehabilitation Program is mainly funded by Measure B Local Streets and Roads funds. Likewise, the City had allocated VRF funds to the Albany Active Transportation Plan (ATP) Class II and Class III Striping and Signage bicycle projects (ATP Striping and Signage), but this project was to be implemented in coordination with the Pavement Program as well.

The City rebid the Pavement Project and the ATP Striping and Signage project later in the fall of 2015. This time Phases I and II of the Pavement Program were bid at the same time in order to make this project larger in scale and more attractive to contractors. As a result, the City was successful in obtaining bids and awarded the project in the fall of 2015. The construction of the Pavement Rehabilitation is currently underway and the City expects to use its available allocation of Measure B Local Streets and Roads and Vehicle Registration Fee funds for the 2015 Pavement Rehabilitation Program phases I and II and in the ATP Striping and Signage Projects.

Should you have further questions, please feel free to contact me at (510) 528-5759 or by email at achavez@albanyca.org.

Sincerely,



Aleida Andrino-Chavez, AICP
Transportation Planner



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

December 10, 2015

Subject: Letter of Exemption-Measure B/BB

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/BB 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/BB capital fund reserves to accomplish this.

The entire Local Streets and Roads Measure B/BB fund balance has been expended on the FY 15/16 Hollis Street Rehabilitation Project which is part of the City of Emeryville's Capital Improvement Program's Ongoing Street Rehabilitation Project.

Additionally, it is expected that the Ongoing Bicycle Pedestrian Plan Implementation Project will begin using an increased amount of Bicycle/Pedestrian Program funding in FY 15/16.

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



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

December 10, 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.

The City's entire VRF fund balance has been expended on the FY 15/16 Hollis Street Rehabilitation Project which is part of the City of Emeryville's Capital Improvement Program's Ongoing Street Rehabilitation Project.

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



Memorandum

5.2

1333 Broadway, Suites 220 & 300, Oakland, CA 94612 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: June 6, 2016

SUBJECT: I-580 Express Lanes Project (PN 1373.000/1373.001): Approve contract amendments to Professional Services Agreements A09-007 and A13-0092 with Electronic Transaction Consultants Corporation.

RECOMMENDATION: Authorize the Executive Director to:

1. Execute Amendment No. 4 to Agreement No. A09-007 with Electronic Transaction Consultants Corporation (ETCC) to include additional budget in the amount of \$900,000 for a total not-to-exceed amount of \$14,527,135 and extend the term of the Agreement to June 30, 2017 for additional scope of services necessary for operating the I-580 Eastbound Express Lanes; and
2. Execute Amendment No. 3 to Agreement No. A13-0092 with ETCC to include additional budget in the amount of \$800,000 for a total not-to-exceed amount of \$4,137,500 and extend the term of the Agreement to June 30, 2017 for additional scope of services necessary for operating the I-580 Westbound Express Lane

Summary

The Alameda CTC, in cooperation with Federal, State, and Regional agencies and the cities of Dublin, Pleasanton, and Livermore, implemented various near-term strategic investments on the I-580 corridor in the Tri-Valley to address existing and forecasted traffic congestion, improve regional mobility, and provide travel reliability on this regionally significant corridor. The last of such near-term investments is the implementation of the I-580 Express Lanes Project which opened to traffic in mid-February 2016. The Project provides High Occupancy Vehicle (HOV)/Express Lanes on the I-580 corridor from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to San Ramon Road/Foothill Road in the westbound direction as shown in Attachment A – Project Location Map. In support of the overall Project delivery strategy, Alameda CTC retained the services of Electronic Transaction Consultants Corporation (ETCC) to plan, develop, procure, install, and operate the toll system, including interfacing with the Bay Area Toll Authority (BATA) and the California Department of Transportation (Caltrans).

The I-580 Express Lanes employ newer technologies to collect tolls electronically and automate the enforcement of toll evasion violations. To support the automated toll evasion violation enforcement process, Alameda CTC advocated new legislation that

requires all users of the I-580 Express Lanes to carry toll tags, FasTrak® or FasTrak flex® for solo drivers and FasTrak flex for the HOV/HOV Eligible users and, at its July 2015 meeting, adopted a local toll ordinance for enacting the automated toll evasion violation enforcement process.

Since the opening of the Express Lanes, the facility has experienced a significant percentage of lane users not carrying toll tags as required by State statutes. Continuing public outreach efforts have increased the percentage of toll tag usage; however, this increase has reached a plateau of approximately 70%. Additionally, though it was anticipated that the continuous access would increase lane access opportunities and therefore a high number of trips should be expected, the actual number of trips continues to be significantly higher than initially projected. The combination of the larger than anticipated number of trips and no-toll tag use have resulted in a significant increase to the level of effort required by ETCC to perform the manual license plate reviews necessary to properly establish trip tolls and enforce violations.

The Project is currently in the 90-day toll system test period and, upon successful completion of these tests, it will move into the 270-day warranty period. At the completion of the warranty period, which is expected to conclude in early 2017, Alameda CTC anticipates accepting the final toll systems and moving into the full operation and maintenance phase. The recommended action would provide ETCC with the additional budgets detailed in Tables A and B of this report and authorize a seven-month time extension to June 30, 2017, to provide transitional operation and maintenance support services for the I-580 Express Lanes until a new agreement is established for the full operation and maintenance phase services beginning July 1, 2017.

Background

The recently completed I-580 Corridor projects provide increased capacity, safety and efficiency for commuters and freight along the primary I-580 Corridor which connects the Bay Area with the Central Valley. In its role as project sponsor, the Alameda CTC worked closely with the Federal Highway Administration, Caltrans, the California Highway Patrol, the Metropolitan Transportation Commission, Alameda County, and the cities of Livermore, Dublin, and Pleasanton to deliver the projects in the corridor. The last of such improvements in the corridor is the I-580 HOV/Express Lanes Project that was opened to traffic in February 2016.

Carpool, clean-air vehicles, motorcycles, and transit vehicles are enjoying the benefits of toll-free travel in the two new HOV lanes (one lane in each direction). The express lanes optimize the corridor capacity by providing a new choice to drivers while maintaining acceptable levels of service in the carpool lanes. As a result, solo drivers using the Project facility are enjoying travel time savings and travel reliability benefits without impeding the benefits of carpooling. As anticipated, lane use continues to ramp up and is expected to stabilize over time.

In 2009, under a competitive selection process, ETCC was selected by Alameda CTC to develop and design software and hardware, procure and install toll equipment, test and open the toll system, including interfaces with BATA and Caltrans to the general public, and provide warranty period services for a restricted access express lane in the eastbound direction. In late 2012, in compliance with updated federal, state and regional requirements, Alameda CTC adopted the continuous access (also known as open access) concept for implementation on the I-580 corridor. The changes in operational concepts resulted in major changes to the toll system development and design. To accommodate these changes, the Commission authorized amending ETCC's Agreement (No. A09-007) to add the new and/or augmented scope of services and budget. Additionally, to capture project efficiencies and avoid costly coordination and implementation risks, the eastbound and westbound infrastructure were approved to be designed and constructed as one bid package. The inclusion of similar services for the implementation of the I-580 Westbound Express Lane toll system integration was reflected as a separate agreement with ETCC (Agreement No. A13-0092). These two agreements were subsequently amended to include automated toll violation enforcement processes, including manual license plate image review to meet the updated project business rules and BATA interface requirements. Manual review of the license plate images are required when the plates are obscured, deformed, or mounted incorrectly such that they fail the confidence level of an automated electronic review process.

Pursuant to State statutes, which require all lane users to carry toll tags, FasTrak® or FasTrak flex® for solo drivers and FasTrak flex for the HOV/HOV Eligible users, and the Commission's local toll ordinance, Alameda CTC has been employing automated toll evasion violation enforcement on the I-580 Express Lanes. The enforcement process involves the following steps:

1. When no toll tag is read at the toll gantries, the license plate images captured by the Vehicle Enforcement System cameras will be used to form trips.
2. These image-based trips will be used to either charge tolls to matching customer accounts or mail toll evasion violation notices to registered vehicle owners.
3. The notices will include toll evasion penalties and follow an escalation process similar to a process that has been employed on the Bay Area Toll Bridge operation.

To meet or beat a maximum 2% error criteria, nearly 80% of these license plate images are sorted through an automated process utilizing sophisticated software, and the rest through manual reviews, to form toll trips. Due to a large number of drivers not carrying toll tags and a larger than anticipated number of initial trips, the need for manual image review has substantially increased. The additional budget will allow ETCC to perform the manual license plate reviews necessary to properly establish trip tolls and enforce violations.

Currently the Project is in the 90-day toll system test period. Upon successful completion of these tests, it will move into the 270-day warranty period which is expected to conclude in early 2017. At the completion of the warranty period, Alameda CTC is expected to

accept the final toll systems and move into the full operation and maintenance phase. ETCC's agreements currently expire on November 30, 2016. In order to ensure uninterrupted operations of the Express Lanes, a seven-month time extension from November 30, 2016 to June 30, 2017, with a corresponding budget adjustment, will provide for the continued operation of the Express Lanes until a new agreement is established for operations and maintenance services beginning July 1, 2017.

Staff has negotiated the scope of services and budget for these amendments with ETCC based on the level of effort anticipated to conduct the additional work scope and has reached agreement that this negotiated amount is fair and reasonable to both Alameda CTC and ETCC. Tables A & B below summarize the contract actions related to Agreement No. A09-007 and A13-0092.

TABLE A - Summary of Agreement No. A09-007			
Agreement Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Agreement with ETCC (A09-007) <i>March 2010</i>	System integration for five limited ingress/egress access configurations, including system interaction with regional customer service center.	\$6,319,027	\$6,319,027
Amendment No. 1 <i>July 2013</i>	Revised toll system implementation (system integration) scope of services, based on near continuous access configuration.	\$3,413,059	\$9,732,086
Amendment No. 2 <i>September 2014</i>	Include new scope for automated toll violation enforcement, spare parts and warranty period services. Time extension to November 30, 2016.	\$2,760,000	\$12,492,086
Amendment No. 3 <i>July 2015</i>	Include scope to address new Interface Control Document, manual image review and Business Rule.	\$324,000	\$12,816,086
Construction Change Orders (CCO Nos. 1-4)	Installation delay costs, additional remobilization and lane closure costs, long-distance toll sites, enforcement strategy. (Commission approved a \$936,000 budget at its July 2015 meeting.)	\$811,049	\$13,627,135

<i>Proposed Amendment No. 4* (This Agenda Item)</i>	<i>Additional manual image review. Time extension from November 30, 2016 to June 30, 2017.</i>	<i>\$900,000*</i>	<i>\$14,527,135*</i>
Total Amended Agreement Not-to-Exceed Amount			\$14,527,135*

* Subject to Commission's approval in June 2016

TABLE B - Summary of Agreement No. A13-0092			
Agreement Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Agreement with ETCC (A13-0092) July 2013	System integration for near continuous access implementation, including system interaction with regional customer service center.	\$2,764,405	\$2,764,405
Amendment No. 1 September 2014	Include new scope for automated toll violation enforcement, spare parts and warranty period services. Time extension to November 30, 2016.	\$535,095	\$3,297,500
Amendment No. 2 July 2015	Include scope to address changed construction sequencing and image review.	\$40,000	\$3,337,500
<i>Proposed Amendment No. 3* (This Agenda Item)</i>	<i>Additional manual image review. Time extension from November 30, 2016 to June 30, 2017.</i>	<i>\$800,000*</i>	<i>\$4,137,500*</i>
Total Amended Agreement Not-to-Exceed Amount			\$4,137,500*

* Subject to Commission's approval in June 2016

Action No. 1: Approve and authorize the Executive Director to execute Amendment No. 4 to Professional Services Agreement No. A09-007 with ETCC to include additional budget in the amount of \$900,000 for a total not-to-exceed amount of \$14,527,135 and extend the term of the Agreement from November 30, 2016 to June 30, 2017 for additional scope of services necessary for operating the I-580 Eastbound Express Lanes.

Action No. 2: Approve and authorize the Executive Director to execute Amendment No. 3 to Professional Services Agreement No. A13-0092 with ETCC to include additional budget in the amount of \$800,000 for a total not-to-exceed amount of \$4,137,500 and extend the term of the Agreement from November 30, 2016 to June 30, 2017 for additional scope of services necessary for operating the I-580 Westbound Express Lane.

Levine Act Statement: ETCC did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The fiscal impact of approving these two items is \$1,700,000. The actions will authorize the encumbrance of toll revenue funds to be used for subsequent expenditure. The budget is included in the appropriate project funding plans and has been included in the Alameda CTC Adopted FY2015-16 Operating and Capital Program Budget.

Attachments

- A. Project Location Map

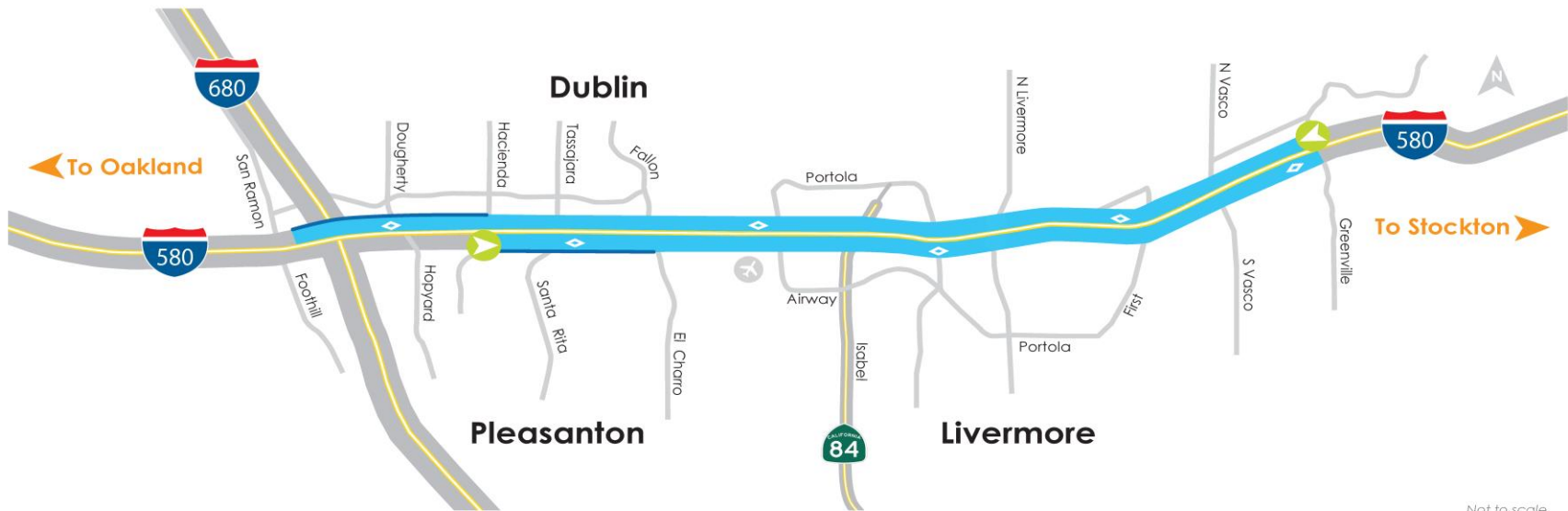
Staff Contact

[Liz Rutman](#), Express Lanes Operations Manager



I-580 Express Lanes Project Location Map

5.2A



Not to scale



Two Eastbound Express Lanes

Lanes begin at Hacienda

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

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



One Westbound Express Lane

Lane begins at Greenville

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

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

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Memorandum

5.3

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

DATE: June 6, 2016

SUBJECT: I-680 Southbound Express Lane Operations (PN 1408.000): Approval of Contract Amendment No. 1 to Professional Services Agreement A15-0043 with Electronic Transaction Consultants Corporation.

RECOMMENDATION: Approve and authorize the Executive Director to execute Amendment No. 1 to the Professional Services Agreement No. A15-0043 with Electronic Transaction Consultants Corporation for an additional amount of \$2,000,000 for a total not-to-exceed amount of \$3,000,000 and a two-year time extension to June 30, 2018 for operations and maintenance support services.

Summary

The I-680 Southbound Express Lane facility spans over 14 miles from SR 84 near Pleasanton to SR 237 in the City of Milpitas. In addition to carpoolers who use the lane at no cost, it allows toll-paying solo drivers to benefit from optimized capacity, reduced congestion, and increased travel time reliability. The Alameda CTC, acting as the managing agency for the I-680 Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA), has been operating the express lane facility since it opened to traffic in Fall 2010. See Attachment A – Project Location Map.

Per the direction of the Sunol JPA, the existing I-680 Southbound Express Lane will be modified to incorporate continuous access and enforcement technology similar to the I-580 Express Lanes. The selection of a Toll System Integrator (TSI) for this project is underway and will include system modifications and the associated operations and maintenance (O&M) support services. Until the system modifications are completed and/or O&M support services are activated under the new TSI contract, it is necessary to maintain the current system.

Electronic Transaction Consultants Corporation's (ETCC) contract to provide O&M support services will expire on June 30, 2016. A time and budget extension is needed to ensure uninterrupted field operations and maintenance support services are available for the toll operations. The estimated cost for the two additional years' of services is \$2,000,000.

The recommended action would increase the contract not-to-exceed amount as shown in Table A of this report and authorize a two-year time extension to June 30, 2018 to provide continued operation and maintenance support services.

Background

Electronic Transaction Consultants Corporation (ETCC) was selected by Alameda CTC to provide electronic toll system (ETS)/system integration services, including planning, design, and development/installation of software and hardware to implement the toll system for the I-680 Southbound Express Lane under a competitive selection process in 2008. Since the express lane opened to traffic in September 2010, ETCC, as the agency's toll integrator, has been providing O&M support services that include field preventive and routine maintenance services for the ETS equipment, back office technical support for hardware and software, and software licensing to operate the express lane.

Effective July 1, 2015, the original contract, which had utilized a mixture of federal, state, and local funding, was terminated and Alameda CTC entered into a new professional services agreement with ETCC for O&M support services through June 30, 2016. Continuous O&M support services are required for the operation of the existing toll system operations beyond current fiscal year.

Per the direction of the Sunol JPA, the existing I-680 Southbound Express Lane will be modified to incorporate continuous access and enforcement technology similar to the I-580 Express Lanes. The modification will be concurrent with the implementation of the new I-680 Northbound Express Lane Project, anticipated to open to traffic in early 2019. The selection of a TSI for this project is underway, with award pending approval of the Commission. Until the system modifications are such that O&M support services fall within the scope of the new TSI contract, it is prudent to extend the current O&M support services contract with ETCC to support the on-going toll operations.

The draft FY 2016/17 annual operating budget for the I-680 Southbound Express Lane is fully funded by toll revenues and includes a line item for O&M support services.

The proposed amendment is for a value of \$2,000,000 for a contract total not-to-exceed amount of \$3,000,000 and to extend the term of the agreement for two years. With the proposed modifications, the contract would continue to meet the Local Business Contract Equity goals set by the Alameda CTC.

Staff has negotiated the contract amendment with ETCC based on the level of effort required to effectively maintain and operate the I-680 Southbound Express Lane. Staff has determined that this negotiated amount is fair and reasonable to both Alameda CTC and ETCC. Table A below summarizes the contract actions related to Agreement No. A15-0043.

Table A: Summary of Agreement No. A15-0043			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with Electronic Tolling Consultant Corporation (A15-0043) July 2015	Operations and Maintenance Support Services for FY 2015-2016.	NA	\$ 1,000,000
<i>Proposed Amendment No. 1 June 2015 (This Agenda Item)</i>	Provide additional budget and two-year time extension to June 30, 2018.	\$2,000,000	\$3,000,000
Total Amended Contract Not-to-Exceed Amount			\$3,000,000

Levine Act Statement: Electronic Transaction Consultants Corporation did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The fiscal impact of approving this item is \$2,000,000. The action will authorize the encumbrance of toll revenue funds to be used for subsequent expenditure, subject to the approval of the Sunol JPA's FY 2016-17 and FY 2017-18 Operating Budgets.

Attachment

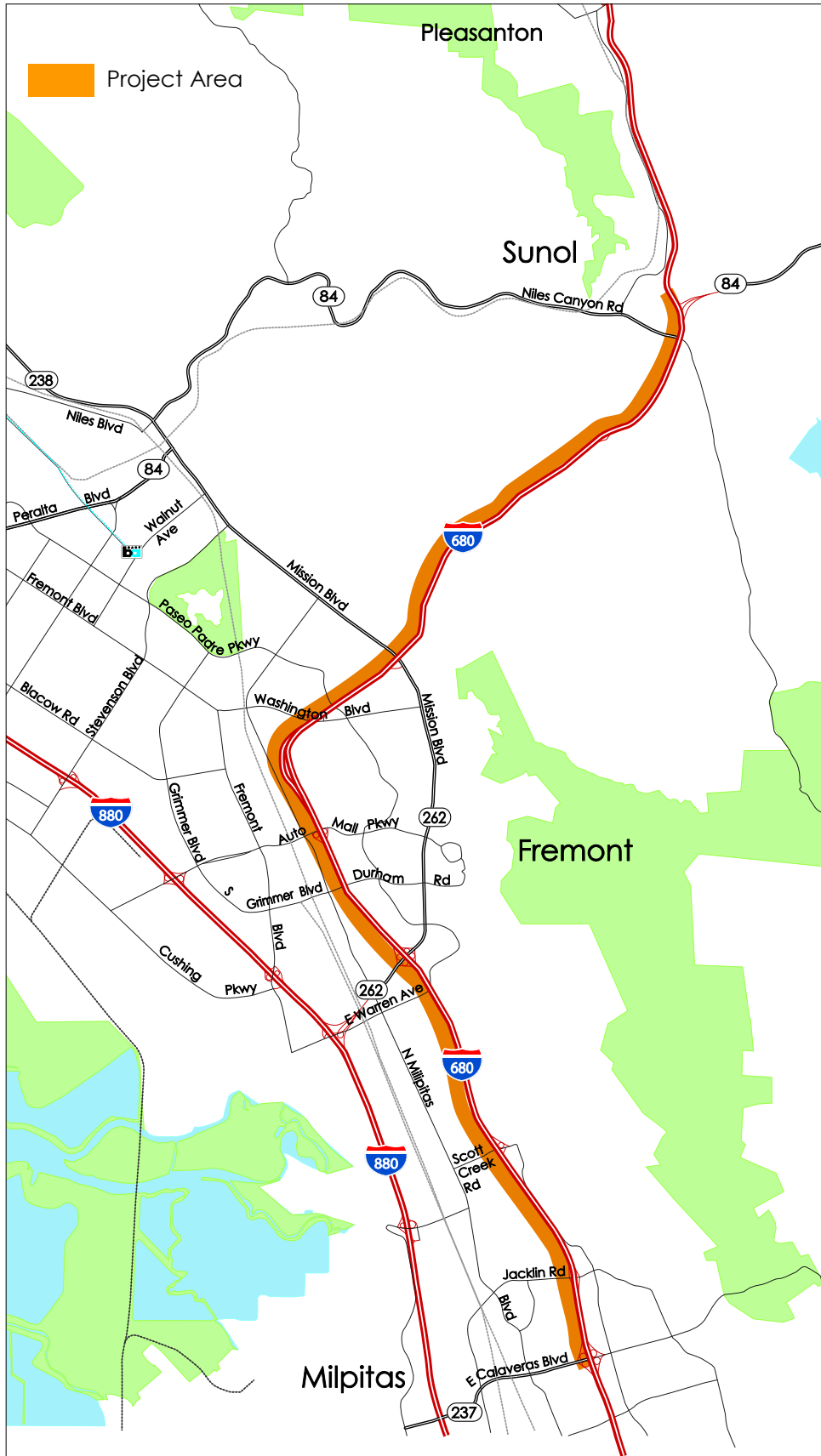
- A. Project Location Map

Staff Contact

[Liz Rutman](#), Express Lanes Operations and Maintenance Manager

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I-680 Southbound Express Lane Project Location Map



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Memorandum

5.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 6, 2016

SUBJECT: I-680 Northbound Express Lane Project (PN 1369.000), including I-680 Southbound Express Lane Access Conversion (PN 1408.001): Approval of Professional Services Agreement A17-0001 with Kapsch TrafficCom Transportation NA, Inc.

RECOMMENDATION: Approve and authorize:

1. The allocation of \$15,000,000 of 2014 Measure BB funds for the System Integration Phase;
2. The Executive Director to execute Professional Services Agreement A17-0001 with Kapsch TrafficCom Transportation NA, Inc. for a not-to-exceed budget of \$15,000,000 to provide Toll System Integration Services.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the implementing agency for the I-680 Northbound Express Lane Project (PN 1369.000) including the I-680 Southbound Express Lane Access Conversion Project (PN 1408.001). The I-680 Corridor is included in both the 2000 Measure B and 2014 Measure BB capital programs and has long been a critical element of the Alameda County transportation network.

Recognizing the recurring and prolonged levels of traffic congestion experienced by travelers and communities in this segment of the I-680 Corridor, Alameda CTC has embarked on a phased construction approach by expediting the construction of a fundable first phase (Phase 1 Modified) project to provide immediate traffic relief. The Phase 1 Modified Project proposes to add a new continuous access type HOV/Express Lane between Auto Mall Parkway and SR 84, spanning a distance of approximately nine miles. The express lane will provide a new choice for solo drivers to access the lane for a fee when time saving is a value to them, without impeding the benefits of carpooling. The lane is expected to provide congestion relief, travel time savings, and travel reliability on the I-680 Corridor which connects the Silicon Valley businesses with the Tri-valley and beyond. In addition, the project will convert the existing restricted access I-680 Southbound Express Lane facility to a continuous access facility to provide increased lane access opportunities and create a single toll operating system within the corridor. The

Project is currently in the design phase with commencement of construction anticipated in Spring/Summer of 2017. See Attachment A – Project Location Map.

Following the Commission's approval to release a request for proposals (RFP) for toll system integration services in April 2015, Alameda CTC released RFP #R16-0004 in September 2015. The selected consultant will be required to provide very specialized services such as toll system development, design, software development, equipment procurement and installation, testing, and open the toll lanes for toll operation. Upon successful completion of initial system testing, the selected consultant is also required to provide warranty period services.

Proposals were received from two firms, and an independent selection panel composed of representatives from the Santa Clara Valley Transportation Authority (SCVTA), Bay Area Toll Authority (BATA), and Alameda CTC reviewed the proposals and shortlisted both firms. Interviews were conducted on January 20, 2016, and the selection panel established preliminary scores for the two firms. Alameda CTC then entered into a Best and Final Offer (BAFO) process with both proposers. As part of this process, Alameda CTC staff met with both proposers, provided additional scope clarifications, and offered both proposers the opportunity to revise their technical and cost proposals based on the clarifications and/or new information provided. The selection panel then reviewed the revised/best and final offer technical and cost proposals and established final rankings. In the panel's final rankings, Kapsch TrafficCom Transportation NA, Inc. (Kapsch) was selected as the top-ranked firm.

An allocation of \$15,000,000 of 2014 Measure BB funds from the current remaining Measure BB Programmed Balance of \$55,000,000 for Project Commitment: I-680 HOT/HOV Lane from SR-237 to Alcosta, is requested to allow for the award of the Professional Services Agreement A17-0001 with Kapsch for a not-to-exceed amount of \$15,000,000 to provide Toll System Integration services. The estimated duration to complete the toll system development, design, installation, and testing and warranty period services is four (4) years.

Background

The I-680 Corridor is included in both the 2000 Measure B and 2014 Measure BB capital programs and has long been a critical element of the Alameda County transportation network. Alameda CTC is the implementing agency for the I-680 Northbound Express Lane Project (PN 1369.000). I-680 from SR 237 to SR 84 is the one of the most congested freeways in the San Francisco Bay Area and according to a recent MTC study, it ranks as the sixth most congested corridor in the Bay Area. With the recent economic upturn, which has revitalized commute and goods movement in this corridor, the level of traffic congestion and delays has increased. Traffic forecasts indicate that traffic congestion is expected to worsen in the coming years. Given the magnitude of delays that motorists currently experience, a conceptual plan has been developed and environmentally cleared to deliver an initial construction phase (Phase 1 Modified Project), which will provide operational benefits within the limited available construction funds and expedite congestion relief. The Phase 1 Modified Project scope would:

- Add a new northbound HOV/Express Lane between Auto Mall Parkway and SR 84, which will eliminate the two bottlenecks near Washington Boulevard and at the lane drop at the truck scales (located between Sheridan Road and Andrade Road),
- Incorporate a Caltrans pavement rehabilitation project (from Auto Mall Parkway to SR 84) into the project,
- Convert the existing southbound express lanes to continuous access,
- Implement an enhanced automated toll evasion violation enforcement system, and
- Create a single toll operating system within the corridor.

The project is currently in the design (also known as plans, specification and estimate or PS&E) phase. In addition to the improvements proposed in the northbound direction, the project will also include the I-680 Southbound Express Lane access conversion (PN 1408.001) to provide increased lane access opportunity by changing the lane access from restricted to continuous type.

The toll system design needs to be integrated into the final roadway design for the successful implementation of toll operations on I-680. Kapsch will design the toll system, develop software and hardware, conduct factory acceptance tests, install toll equipment, integrate the toll systems with the roadway infrastructure, conduct site acceptance tests, including testing interfacing requirements with the toll collection and customer services provider and Caltrans, and open the facility to the travelling public. Once the lanes are open, Kapsch, as the toll system integrator (TSI), will test the systems and enter into a warranty period which is expected to last to a full year from lane opening.

The Alameda CTC selection process to procure consultant services for the TSI services began in April 2015 with the Commission's approval to release the RFP. RFP #R16-0004 was released in September 2015. A pre-proposal meeting was held on October 13, 2015, and was attended by three (3) firms. Alameda CTC received two (2) proposals on November 2, 2015, from the following firms:

- Electronic Transaction Consulting Corporation
- Schneider Electric (subsequently Kapsch TrafficCom Transportation NA, Inc.)

An independent selection panel composed of representatives from the Santa Clara Valley Transportation Authority (SCVTA), Bay Area Toll Authority (BATA), and Alameda CTC reviewed the proposals and shortlisted both firms. Interviews were conducted on January 20, 2016, and the selection panel established preliminary scores for the two firms. Alameda CTC then entered into a Best and Final Offer (BAFO) process with both proposers. As part of this process, Alameda CTC staff met with both proposers, provided additional scope clarifications, and offered both proposers the opportunity to revise their technical and cost proposals based on the clarifications and/or new information provided. The selection panel then reviewed the revised/best and final offer technical and cost proposals and established final rankings. In the panel's final rankings, Kapsch was selected as the top-ranked firm.

In the preliminary ranking, Electronic Transaction Consultants Corporation (ETC) had been the top-ranked firm with an aggregate score of 85.0 points, and Kapsch was the second ranked firm, with an aggregate score of 80.5 points. After the BAFO process was complete, the selection panel adjusted the aggregate score for ETC to 81.1 points (50.3 for technical evaluation, 17.1 for cost proposal, 8.7 for interview, and 5 points under the LBCE Program based on the fact that ETC had opened a local office to accommodate their existing work on the I-680 SB Express Lane) and the panel's adjusted score for Kapsch to a total of 82.6 points (54.5 for technical evaluation, 20 for cost proposal, and 8.1 for interview)

ETC filed a Notice of Protest with Alameda CTC after being informed that Kapsch was selected as the top-ranked firm after the BAFO protest, and has asked Alameda CTC for a number of documents related to the RFP and BAFO protest to help them understand why they were no longer the top-ranked firm after the BAFO process was completed. In their letter, ETC noted that they may withdraw the protest after receiving and reviewing the information they have requested. Staff has now provided ETC with most, if not all, of the requested documents subject to release under the Public Records Act, and anticipates holding discussions with ETC prior to the date of the Committee meeting regarding the basis for the selection panel's determination that Kapsch should be awarded this contract. Staff will provide a verbal update regarding the protest at the Committee meeting.

Staff anticipates that a professional services agreement based on the scope and cost estimate resulting from the BAFO process will be ready for execution in July 2016. The requested budget of \$15,000,000 includes \$11,330,000 for the toll system development, design, software development, and warranty period services and an additional \$3,670,000 in contingency budget for handling any unforeseen changes. The requested budget represents 12.5 % of the estimated construction capital cost and is well within the normal range of costs for similar toll system projects.

As outlined in the approved project financial plans, Measure BB funds will be used for the toll system integration services. The recommended allocation will increase the total amount allocated for this project to \$20,000,000 as further detailed in Table 1 below.

Table 1: Summary of 2014 Measure BB Commitment for I-680 HOT/HOV Lane from SR-237 to Alcosta		
Contract Status Work Description	Allocation Amount	Remaining Measure BB Programmed Balance (Un-Allocated)
Total Measure BB Commitment	NA	\$ 60,000,000
Previously Allocated (June 2015)	\$5,000,000	\$ 55,000,000
Recommended Allocation (This Agenda Item)	\$15,000,000	\$ 40,000,000
Remaining 2014 Measure BB Programmed Balance		\$ 40,000,000

Kapsch is a well-established international firm, and its team is comprised of several certified local and small local firms and is expected to meet a 21% LBE/SLBE goal for the contract, which is lower than the set Local Business Contract Equity Program goals.

Staff recommends that the Commission approve and authorize the Executive Director to execute a Professional Services Agreement A17-0001 with Kapsch for a not-to-exceed budget in the amount of \$15,000,000 to provide Toll System Integration services. The estimated duration to complete the scope of services is four (4) years.

Levine Act Statement: The Kapsch Team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The action will authorize the allocation, encumbrance, and subsequent expenditure of \$15,000,000 of 2014 Measure BB funds for the System Integration Phase. This amount is included in the appropriate project funding plans, and sufficient budget has been included in the Alameda CTC Adopted FY 2016-17 Operating and Capital Program Budget.

Attachment

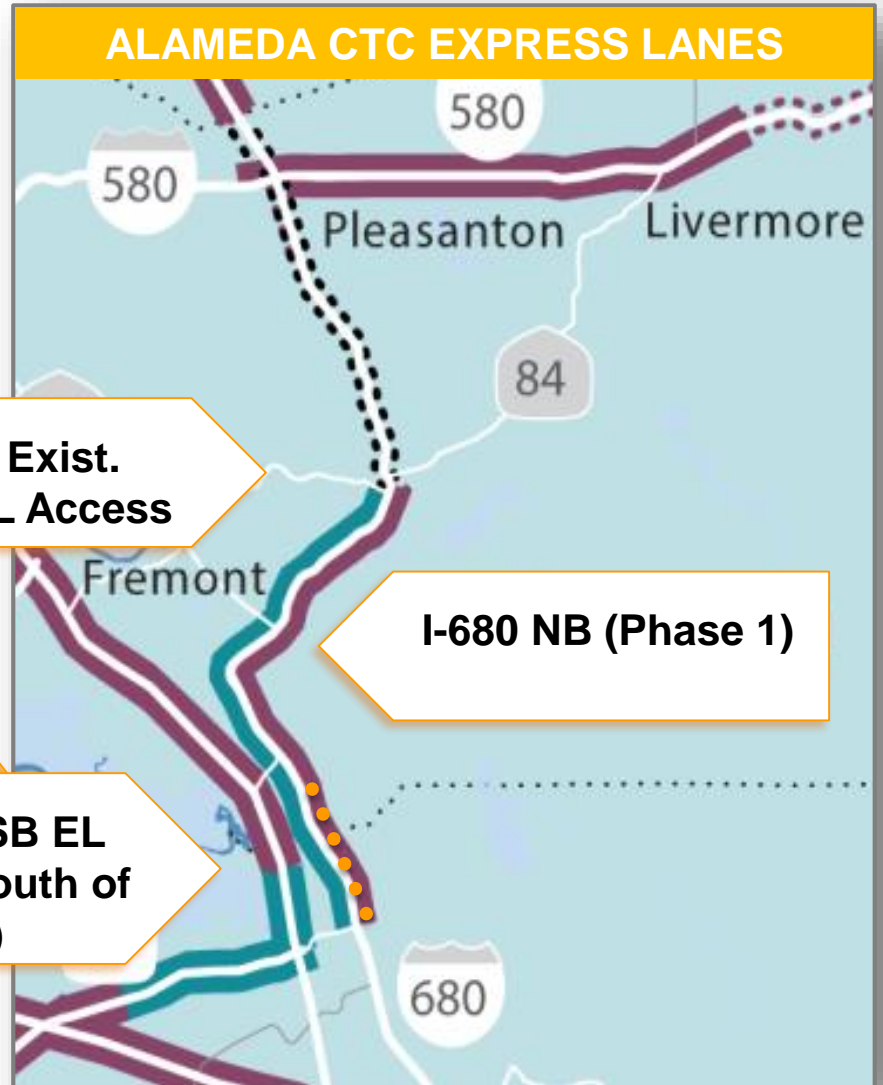
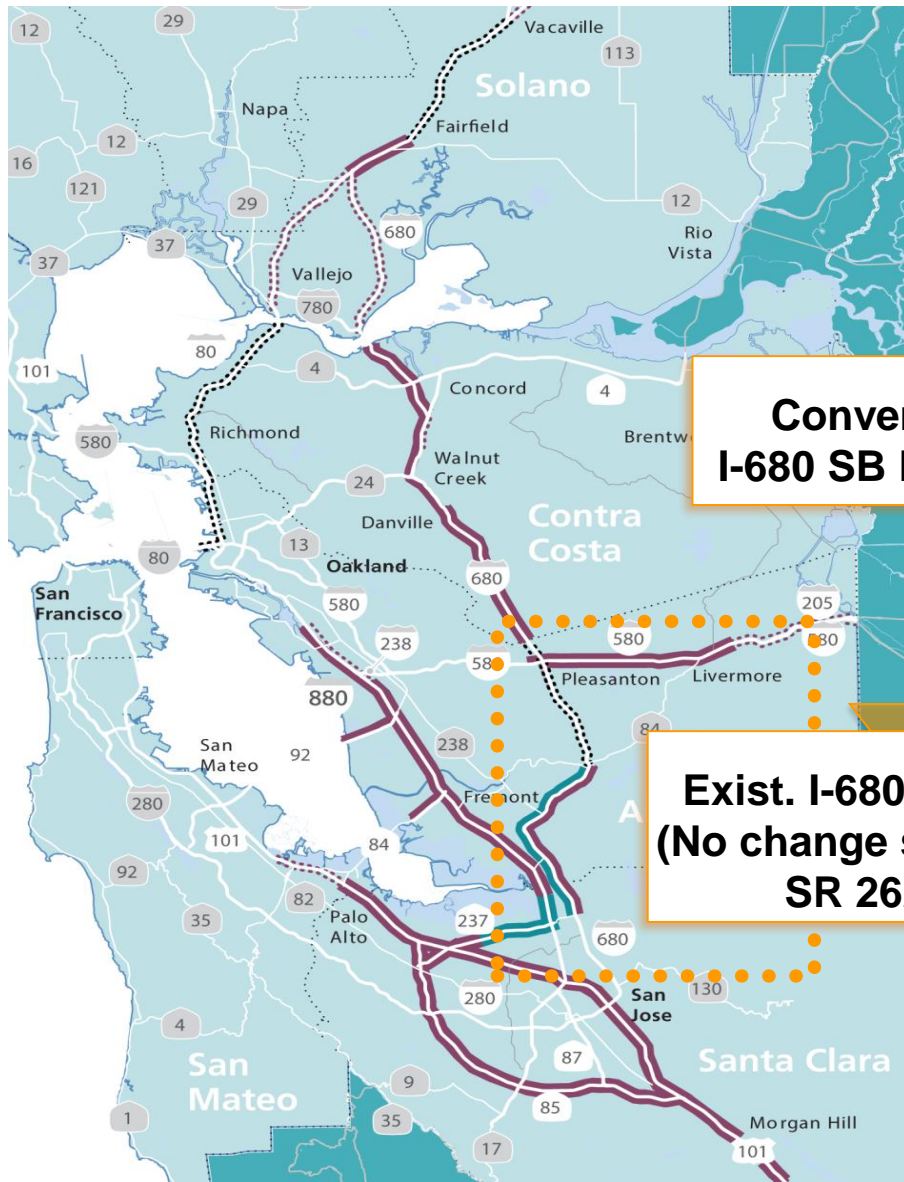
- A. Project Location Map

Staff Contact:

[Liz Rutman](#), Express Lanes Operations and Maintenance Manager

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Bay Area Express Lane Network



**Exist. I-680 SB EL
(No change south of
SR 262)**

LEGEND	
	EXISTING EXPRESS LANE
	NEAR TERM EXPRESS LANE PROJECTS (BY 2020)
	MID TERM EXPRESS LANE PROJECTS (BY 2025)
	LONG TERM EXPRESS LANE PROJECTS (BY 2035)

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Memorandum

5.5

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

DATE: June 06, 2016

SUBJECT: Approval of Administrative Amendments to Various Project Agreements (A13-0001, A07-0058, A14-0032)

RECOMMENDATION: Approve and 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 Commission approve and authorize the administrative amendment requests as listed in Table A attached.

Background

Amendments are considered "administrative" if they do not result in an increase to the existing encumbrance 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.

Levine Act Statement: No firms reported a conflict in accordance with the Levine Act.

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

Attachments

- A. Table A: Administrative Amendment Summary
- B. City of Livermore Request

Staff Contact

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

Table A: Administrative Amendment Summary

Index No.	Firm/Agency	Project/Services	Agreement No.	Contract Amendment History and Requests	Reason Code	Fiscal Impact
1	Alta Planning + Design Inc.	Safe Routes to Schools Program	A13-0001	A1: Budget increase A2: 12-month time extension from 6/30/2016 to 6/30/2017 (current)	1	None
2	City of Livermore	Isabel Avenue-Route 84/I-580 Interchange Project/R/W phase	A07-0058	A1: Phase shift and time extension A2: Phase shift A3: Budget increase A4: 36-month time extension from 6/60/2016 to 6/30/2019 (current request - see Attachment B for details)	2	None
3	PlaceWorks, Inc.	Cities of Albany and San Leandro Parking Management Plans	A14-0032	A1: Time Extension A2: 12-month time extension from 9/9/2016 to 9/9/2017 (current request)	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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May 24, 2016

Trinity Nguyen
Alameda County Transportation Authority
1111 Broadway, Suite 800
Oakland, California 94607

Re: Isabel Avenue (SR84)/I-580 Interchange Improvements
ACTC Project No. 23 PSFA No. A07-0058, City Project No. 199238
Request for Contract Time Extension

Dear Trinity:

The City herewith requests to extend the expiration date in Project Specific Funding Agreement No. A07-0058 from June 30, 2016 to June 30, 2019 to complete the Right-of-Way Capital and Support Phases.

The City, its consultants and Caltrans staff made progress related to reimbursements of utility agreements, completion of the exchange of properties between the City and BART to acquire the Isabel/I-580 Interchange property acquisition and environmental mitigation related work over the last year. The right-of-way properties along the Isabel Avenue corridor from Jack London Boulevard to the Isabel interchange are currently owned by the City. However, the City needs more time to complete the transfer of the newly acquired BART properties from the City to the State for the Isabel Avenue/I-580 Interchange improvements. The project team will continue to work to primarily clear parcel encumbrances, grant easements to relocated utilities in City properties, and vacate old easements through the project limits. We are working with Caltrans to finalize the transfer deeds and related document, clear encumbrances and expect to record the main transfer document in the next 12-18 months. A separate transfer document will be prepared for the Portola Avenue/I-580 overcrossing right-of-way, since the City is still working on resolving a right-of-way issue related to a take from the Lin property. This pending acquisition affects an easement for a relocated Sprint facility and requires legal proceedings. The City is also working on completing compliance with environmental mitigations for the Isabel Interchange. Our landscape maintenance contractors will continue to maintain the native plantings for the on-site and off-site mitigation sites until end of 2019. Our consultants are working on developing a seasonal wetland and wetland enhancements at East Bay Park District property acquired in the Doolan Canyon area for off-site mitigation. A Habitat Management Plan is being prepared at this property to implement a 50-acre conservation easement. We expect to record the conservation easement and complete the design of the seasonal wetland and enhancements next year in order to start construction in summer of 2017 and start the

Trinity Nguyen
May 24, 2016
Page 2 of 2

maintenance period for the wetland habitat native plantings for a couple years until the native plantings are self-sufficient.

The City appreciates your attention to this contract time extension. If you have any questions or need additional information, please contact me at 925-960-4532 or rjescobar@cityoflivermore.net.

Sincerely,



Roberto Escobar
Associate Civil Engineer
CDD/Engineering Division

CC: Cheri Sheets, Mike Cavalieri