



## Programs and Projects Committee Meeting Agenda Monday, June 14, 2021, 10:00 a.m.

Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

Members of the public wishing to submit a public comment may do so by emailing the Clerk of the Commission at [vlee@alamedactc.org](mailto:vlee@alamedactc.org) by 5:00 p.m. the day before the scheduled meeting. Submitted comments will be read aloud to the Commission and those listening telephonically or electronically; if the comments are more than three minutes in length the comments will be summarized. Members of the public may also make comments during the meeting by using Zoom's "Raise Hand" feature on their phone, tablet or other device during the relevant agenda item, and waiting to be recognized by the Chair. If calling into the meeting from a telephone, you can use "Star (\*) 9" to raise/ lower your hand. Comments will generally be limited to three minutes in length, or as specified by the Chair.

Committee Chair:	Carol Dutra-Vernaci, City of Union City	Executive Director	Tess Lengyel
Vice Chair:	Rebecca Saltzman, BART	Staff Liaison:	<a href="#">Gary Huisingh</a>
Members:	Jen Cavanaugh, David Haubert, Lily Mei, Nate Miley, Sheng Thao, Richard Valle, Bob Woerner	Clerk of the Commission:	<a href="#">Vanessa Lee</a>
Ex-Officio:	Pauline Russo Cutter, John Bauters		

### Location Information:

Virtual Meeting Information: <https://zoom.us/j/92644000733?pwd=RXkwSU1KTys5dVR3WVVoOXR1K0FHQT09>  
**Webinar ID:** 926 4400 0733  
**Password:** 795371

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Dial-in Information: **(669) 900-6833**  
**Webinar ID:** 926 4400 0733  
**Password:** 795371

To request accommodation or assistance to participate in this meeting, please contact Vanessa Lee, the Clerk of the Commission, at least 48 hours prior to the meeting date at: [vlee@alamedactc.org](mailto:vlee@alamedactc.org)

### 1. Call to Order

### 2. Roll Call

### 3. Public Comment

<b>4. Consent Calendar</b>		<b>Page/Action</b>	
4.1.	<a href="#">Approve May 10, 2021 PPC Meeting Minutes</a>	1	A
4.2.	<a href="#">Approve Amendment No. 5 to Agreement A17-0070 with Electronic Transaction Consultants, LLC for Operations and Maintenance of the I-580 Express Lanes</a>	7	A
<b>5. Regular Matters</b>			
5.1.	<a href="#">FY 2019-20 Measure B, Measure BB and Vehicle Registration Fee Program Compliance Summary Report Update</a>	11	I
<b>6. Committee Member Reports</b>			
<b>7. Staff Reports</b>			
<b>8. Adjournment</b>			

Next Meeting: Monday, July 12, 2021

Notes:

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



## Alameda CTC Schedule of Upcoming Meetings June through July 2021

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

**Commission Vice Chair**  
Councilmember John Bauters  
City of Emeryville

**AC Transit**  
Board President Elsa Ortiz

**Alameda County**  
Supervisor David Haubert, District 1  
Supervisor Richard Valle, District 2  
Supervisor Wilma Chan, District 3  
Supervisor Nate Miley, District 4  
Supervisor Keith Carson, District 5

**BART**  
Vice President Rebecca Saltzman

**City of Alameda**  
Mayor Marilyn Ezzy Ashcraft

**City of Albany**  
Councilmember Rochelle Nason

**City of Berkeley**  
Councilmember Lori Droste

**City of Dublin**  
Mayor Melissa Hernandez

**City of Fremont**  
Mayor Lily Mei

**City of Hayward**  
Mayor Barbara Halliday

**City of Livermore**  
Mayor Bob Woerner

**City of Newark**  
Councilmember Luis Freitas

**City of Oakland**  
Councilmember At-Large  
Rebecca Kaplan  
Councilmember Sheng Thao

**City of Piedmont**  
Councilmember Jen Cavanaugh

**City of Pleasanton**  
Mayor Karla Brown

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

**Executive Director**  
Tess Lengyel

### Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	June 24, 2021 July 22, 2021
9:00 a.m.	Multi-Modal Committee (MMC)	July 12, 2021
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	

### Advisory Committee Meetings

1:30 p.m.	Paratransit Planning and Advisory Committee	June 28, 2021
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	July 8, 2021
5:30 p.m.	Independent Watchdog Committee (IWC)	July 12, 2021
5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	July 15, 2021

Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org). Meetings subject to change.

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**1. Pledge of Allegiance**

**2. Roll Call**

A roll call was conducted. All members were present with the exception of Commissioners Cavanaugh, Haubert, Miley, and Thao.

**Subsequent to the roll call**

Commissioners Cavanaugh and Haubert arrived during item 3. Commissioners Miley and Thao arrived during Item 5.1.

**3. Public Comment**

There were no public comments.

**4. Consent Calendar**

**4.1. Approve April 12, 2021 PPC Meeting Minutes**

**4.2. Approve Cost Reimbursement Agreement with the Tri-Valley San Joaquin Valley Regional Rail Authority**

*Commissioner Haubert moved to approve the Consent Calendar. Commissioner Saltzman seconded the motion. The motion passed with the following vote:*

*Yes: Bauters, Cavanaugh, Cutter, Dutra-Vernaci, Haubert, Mei, Saltzman, Valle, Woerner*

*No: None*

*Abstain: None*

*Absent: Miley, Thao*

**5. Community Advisory Committee Reports**

**5.1. Metropolitan Transportation Commission's Safe and Seamless Mobility Quick-Strike Program Update**

Tess Lengyel, Executive Director, introduced Vivek Bhat who provided the Commission with an update on the Metropolitan Transportation Commission's (MTC) Safe and Seamless Mobility Quick-Strike Program. Mr. Bhat stated that earlier this year MTC released a call for project nominations for the Safe and Seamless Mobility Quick-Strike Program, a one-time, competitive grant program within its One Bay Area Grant Cycle 2 (OBAG 2) program framework. He noted that approximately \$49 million of federal funds are available region-wide. MTC requested that County Transportation Agencies (CTAs) submit project nominations for their county area by March 30, 2021. County targets provided were to be used as a guide based on the OBAG 2 county program distribution, and Alameda County's funding target was approximately \$9.8 million. Alameda

CTC staff submitted 12 project nominations requesting a total of \$15.1 million. MTC received a total of 71 project nominations from the nine Bay Area CTA's for a total amount requested of more than \$108 million. MTC staff has released an initial staff recommendation that included nine projects from Alameda County for a total of approximately \$9.6 million.

Mr. Bhat also stated the Coronavirus Response and Relief Supplemental Appropriations ACT of 2021 (CRRSAA) included \$912 million available statewide in supplemental COVID-relief funding for highway infrastructure programs out of which the Bay Area will receive roughly \$65 million, with \$34 million available for MTC discretionary programming and the remaining \$31 million to be administered by the CTC through the STIP. MTC was proposing to augment \$34 million discretionary funds to the Quick Strike Program.

Commissioner Mei thanked MTC and Alameda CTC for their action on the Quick Strike Program. She stated that she appreciated the support for some of the projects that were submitted during this period.

*This item was for information only.*

## **5.2 Approve Alameda County 2021 Mid-Cycle Augmentation of the 2020 State Transportation Improvement Program**

Tess Lengyel stated that this item is regarding new federal funds being made available to Alameda CTC as part of the Coronavirus Response and Relief Supplemental Appropriations ACT of 2021 (CRRSAA) through the State Transportation Improvement Program (STIP). She introduced Vivek Bhat to provide an update on this item.

Vivek Bhat recommended that the Commission approve the following actions related to the mid-cycle augmentation of the Alameda County 2020 State Transportation Improvement Program (2021 Mid-Cycle STIP):

1. Approve Resolution 21-010 (Attachment A) regarding the approval of a 2021 Mid-Cycle STIP program of projects, which identifies a total of \$6.308 million of new 2021 Mid-Cycle STIP funding;
2. Approve Resolution 21-011 (Attachment B), the required resolution of local support for new STIP projects; and
3. Authorize the Executive Director or designee to enter into any necessary agreements.

Mr. Bhat stated the STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources administered by the California Transportation Commission (CTC). The federal CRRSAA has \$912 million of COVID-19 relief funds apportioned to the State. From

this amount, the CTC authorized \$243 million to be distributed through the STIP as a mid-cycle augmentation to the 2020 STIP (2021 Mid-cycle STIP Program), as follows: \$182 million through the Regional Improvement Program and \$61 million through the Interregional Improvement Program. Alameda County's share of the State's 2021 Mid-cycle STIP Fund Estimate is \$6.308 million of new programming capacity for projects.

Commissioner Mei stated that she supported all three actions and noted that there needs to be an overall Commission discussion to seek opportunities to leverage federal funds for projects within Alameda County.

Commissioner Dutra-Vernaci asked for clarification on the total STIP funding proposed. Mr. Bhat noted that in addition to the \$5.8 million recommended for the construction phase of the I-680 southbound express lanes project, \$315,000 is allocated for planning, programming, and monitoring activities; and \$200,000 will be programmed to four Alameda CTC implemented projects currently in the environmental phase.

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

Yes: Bauters, Cavanaugh Cutter, Dutra-Vernaci, Haubert, Mei, Miley, Saltzman, Thao, Valle, Woerner  
No: None  
Abstain: None  
Absent: None

**5.3. Approve actions associated with allocation of Regional Measure 2 funds for Livermore Amador Valley Transit Authority's Rapid Bus Stop Improvement project**

Tess Lengyel stated that this item is for Livermore Amador Valley Transit Authority's Rapid Bus Stop Improvements project. She introduced Vivek Bhat to provide an update on this item. Mr. Bhat recommended that the Commission approve the following actions associated with the Livermore Amador Valley Transit Authority's (LAVTA) Rapid Bus Stop Improvement project:

1. Approve Resolution 21-012 (Attachment A) that approves the Regional Measure 2 (RM2) Initial Project Report (IPR) and designates LAVTA as the Implementing Agency for the design and construction phases of the LAVTA Rapid Bus Stop Improvement Project (Project), under RM2 Capital Project #32 (I-580 Tri-Valley Rapid Transit Corridor Improvements; Sponsor Alameda CTC).
2. Approve LAVTA's RM2 allocation request of \$2.3 million (Attachment B) to the Metropolitan Transportation Commission (MTC) for the Plans Specifications and Estimates (PS&E) and Construction phases of the Project.

Commissioner Haubert commented that this was a topic of discussion at LAVTA Board meetings and he thanked staff for streamlining the procedures at Alameda CTC.

Commissioner Woerner stated that this effort will help LAVTA grow ridership on the bus rapid line, which will assist in getting the people in the area to the BART Station more efficiently.

Commissioner Saltzman noted that LAVTA's rapid routes have been important to ridership for both LAVTA and BART. She stated that MTC is having conversations about changing all wayfinding signs to be similar around the region and across transit agencies. She asked about the discussions that have happened on this topic and she expressed her concerns about transit agencies spending a lot of money on signage.

Commissioner Dutra-Vernaci stated that the MTC Board has been very concerned about making public transportation around the region more seamless and noted that those conversations around signage are on-going.

Ms. Lengyel stated that the signage listed in the staff report is real-time bus arrival information and introduced Jennifer Yeamans to discuss the details of LAVTA's signage.

Jennifer Yeamans, LAVTA Senior Grants & Management Specialist, stated that the project component involving signage has to do with the deployment of real-time signs, which are integrated with the region's ITS architecture. She noted that LAVTA will incorporate all of MTC requirements during the design process.

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

Yes: *Bauters, Cavanaugh Cutter, Dutra-Vernaci, Haubert, Mei, Miley, Saltzman, Thao, Valle, Woerner*

No: *None*

Abstain: *None*

Absent: *None*

**5.4. Approve actions necessary to initiate and complete the preparation of Plans, Specifications, and Estimate (PS&E) and Right of Way Phases for Ready to List package for the Oakland Alameda Access Project**

Tess Lengyel stated that this is an action to move the project into the next phase to provide funding and authorize Alameda CTC to release a Request for Proposals for moving into the design phases. Gary Huisingh, Deputy Executive Director of Project Delivery provided an update on this item, emphasizing the project's long history and that the project's scope of improvements now has support of all stakeholders. Mr. Huisingh recommended that the Commission approve the following actions related to the Oakland Alameda Access Project (Project):



1. Allocate \$10M of 2014 Measure BB funds from Transportation Expenditure Plan Project 37 (TEP-37), the Oakland Alameda Access project, to the Plans, Specifications and Estimates (PS&E) phase of the Project;
2. Allocate \$5.966M of 2014 Measure BB funds from TEP-37, the Oakland Alameda Access project, to the Right of Way phase of the Project
3. Authorize staff to issue a Request for Proposals (RFP) for professional services for the preparation of the PS&E and completion of Right of Way phases for a Ready to List package, and authorize the Executive Director to negotiate with the top-ranked firms; and
4. Authorize the Executive Director to execute all necessary agreements for the preparation of PS&E and completion of Right of Way phases of the Project.

Commissioner Thao commented that this is an important project and she expressed her excitement that it is moving forward.

Commissioner Haubert noted that some of the areas are underpasses and he asked if there will be lighting around the pathways. Ms. Sharma, Director of Project Delivery, stated that the lighting will be reviewed in the designed phase.

Commissioner Mei commented on the importance of this project and noted that having this historical neighborhood is a cultural asset to all communities in Oakland.

Commissioner Miley asked when will this project be completed. Ms. Lengyel stated that the Design and Right-of-Way phases are estimated for two years. The construction phase is approximately two to three years. Alameda CTC is anticipating the completion of the project in 2027.

Commissioner Miley asked if this project has anything to do with the bicycle and pedestrian bridge. Ms. Lengyel stated that this project is separate and the City of Alameda is the project lead for the bicycle and pedestrian bridge project.

*Commissioner Thao moved to approve this item. Commissioner Cavanaugh seconded the motion. The motion passed with the following vote:*

Yes:        *Bauters, Cavanaugh Cutter, Dutra-Vernaci, Haubert, Mei, Miley, Saltzman, Thao, Valle, Woerner*  
No:         *None*  
Abstain:   *None*  
Absent:    *None*

## **6. Member Reports**

There were no member reports.

## **7. Staff Reports**

Ms. Lengyel announced that on May 20, 2021, Alameda CTC and Caltrans are jointly sponsoring a virtual groundbreaking celebration to announce the start of construction on the I-80/Gilman Street Interchange Improvement Project.

Ms. Lengyel also mentioned that the Commission is invited to log moon miles to support the Safe Routes to Schools Bike to the Moon event sponsored by Alameda CTC.

**8. Adjournment**

The next meeting is Monday, June 14, 2021 at 10:00 a.m.



**DATE:** June 7, 2021

**TO:** Programs and Projects Committee

**FROM:** Liz Rutman, Director of Express Lanes Implementation and Operations

**SUBJECT:** Approve Amendment No. 5 to Agreement A17-0070 with Electronic Transaction Consultants, LLC for Toll System Operations and Maintenance services for the I-580 Express Lanes

## Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 5 to Agreement A17-0070 with Electronic Transaction Consultants, LLC (ETC) to extend the term for an additional six-month time December 31, 2021 to continue Toll System Operations and Maintenance services for the I-580 Express Lanes.

## Summary

Alameda CTC is the owner and operator of the Interstate 580 (I-580) Express Lanes, located in the Tri-Valley corridor through the cities of Dublin, Pleasanton, and Livermore, which opened to traffic in February 2016. An All Electronic Toll (AET) collection method has been employed to collect tolls.

ETC was selected through competitive processes in 2009 and 2013 as the toll system integrator (TSI) for the I-580 Express Lanes. Agreement A17-0070 was approved in May 2017 to ensure on-going Operations and Maintenance (O&M) services for the express lanes for a term of three years, and amended for an additional year of in May 2020. The contract includes fixed monthly fees for normal maintenance activities and on-call services for larger-scale maintenance. Many components of the toll host system have reached the end of their useful life and significant updates are needed. Staff needs additional time to negotiate with ETC on the scope and schedule for updates to the toll system. Authorization of Amendment No. 5 to Professional Services Agreement No. A17-0070 with ETC for a 6-month time extension to December 31, 2021 will ensure allowance of on-going O&M services during this period of negotiations. Staff expects to bring another action to the Commission in a few months for a longer-term agreement to update the current toll system and provide ongoing O&M services. A summary of all contract actions related to Agreement No. A16-0075 is provided in Table A.

## Background

Alameda CTC is the owner and operator of the Interstate 580 (I-580) Express Lanes, located in the Tri-Valley corridor through the cities of Dublin, Pleasanton, and Livermore, which opened to traffic in February 2016. The I-580 Express Lanes extend from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to the I-680 Interchange in the westbound direction. An All Electronic Toll (AET) collection method has been employed to collect tolls. Toll rates are calculated based on real-time traffic conditions (speed and volume) in express and general purpose lanes, and can change as frequently as every three minutes. California Highway Patrol (CHP) officers provide enforcement services, and the California Department of Transportation (Caltrans) provides roadway maintenance services through reimbursable service agreements.

ETC was selected through competitive processes in 2009 and 2013 as the TSI for the I-580 Express Lanes. Once a new toll system has begun revenue services and completed all operational testing, ongoing O&M is necessary to ensure transaction and toll collection is being performed accurately, toll pricing and other messages are being displayed accurately, and all operations are in accordance with the agency's business rules. A TSI typically provides on-going O&M services for the life of the toll system because of the proprietary nature of the software coding involved most aspects of the system. Agreement A17-0070 was approved in May 2017 to ensure on-going Operations and Maintenance (O&M) services for the express lanes for a term of three years.

In 2018, Kapsch TrafficCom USA, Inc. was selected to provide Electronic Toll System Integration Services for the I-580 Express Lanes Toll System Upgrade Project, which included replacement of the I-580 Express Lanes toll system with a Kapsch-developed toll host and some new field equipment. The ETC agreement was amended in May 2020 for an additional year to accommodate delays with the new Kapsch system development. The Kapsch work on the I-580 Express Lanes was terminated in December 2020. However, many components of the toll host system have reached the end of their useful life and significant updates are still needed. Staff needs additional time to negotiate with ETC on the scope and schedule for these toll system updates. Authorization of Amendment No. 5 to Professional Services Agreement No. A17-0070 with ETC for a 6-month time extension to December 31, 2021 will ensure allowance of on-going O&M services. Staff expects to bring another action to the Commission in a few months for a longer-term agreement with sufficient budget to update the current toll system and provide ongoing O&M services. A summary of all contract actions related to Agreement No. A16-0075 is provided in Table A.

<b>Table A: Summary of Agreement No. A16-0075</b>			
<b>Contract Status</b>	<b>Work Description</b>	<b>Value</b>	<b>Total Contract Not-to-Exceed Value</b>
Original Professional Services Agreement with ETC (A17-0070) <i>Approved May 2017</i>	Toll System Operations and Maintenance Services for the I-580 Express Lanes. Term of agreement was 3 years: First year plus two optional.	\$7,500,000	\$7,500,000
Amendment No. 1 (Administrative Amendment) <i>Executed June 1, 2018</i>	Exercise option to extend Agreement for additional year of O&M Services	N/A	\$7,500,000
Amendment No. 2 (Administrative Amendment) <i>Executed June 30, 2019</i>	Exercise option to extend Agreement for additional year of O&M Services	N/A	\$7,500,000
Amendment No. 3 (Administrative Amendment) <i>Executed May 1, 2020</i>	One-year administrative amendment to continue O&M Services	N/A	\$7,500,000
Amendment No. 4 (Administrative Amendment) <i>Executed June 22, 2020</i>	Modification of indemnification and insurance requirement provisions	N/A	\$7,500,000
<i>Proposed Amendment No. 5 June 2021 – (This Agenda Item)</i>	6-month time extension to continue O&M Services	N/A	\$7,500,000
<b>Total Amended Contract Not-to-Exceed Amount</b>			<b>\$7,500,000</b>

**Levine Act Statement:** The ETC team did not report a conflict in accordance with the Levine Act.

**Fiscal Impact:** There is no fiscal impact. The associated expenditures have been included in the I-580 Express Lanes operations budget adopted for FY 2021-2022.

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# Memorandum

5.1

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

**DATE:** June 7, 2021

**TO:** Programs and Projects Committee

**FROM:** Vivek Bhat, Director of Programming and Project Controls  
John Nguyen, Principal Transportation Planner

**SUBJECT:** FY 2019-20 Measure B, Measure BB and Vehicle Registration Fee Program Compliance Summary Report Update

## Recommendation

This item is to provide the Commission with an update on the Measure B, Measure BB, and Vehicle Registration Fee (VRF) Program Compliance for the Fiscal Year 2019-20 (FY19-20) reporting period. This item is for information only.

## Summary

Each year, Alameda CTC requires recipients of Measure B, Measure BB, and 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 (IWC), reviews these reports to verify DLD funds are expended in compliance with the voter approved transportation expenditure plans and Alameda CTC's expenditure requirements. Alameda CTC prepares Program Compliance Summary Reports which includes a review of the fiscal year's DLD investments, fund balances, and a compliance determination.

Upon review of DLD recipients' financial statements and program compliance reports, Alameda CTC finds all twenty DLD recipients in compliance with the DLD financial reporting and program compliance requirements for the FY19-20 reporting period.

## 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 inception of each program to the end of Fiscal Year 2019-20 (FY19-20), Alameda

CTC has distributed over \$1.6 Billion in combined DLD funds to eligible recipients 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.

The Master Programs Funding Agreements (MPFAs) between Alameda CTC and the recipients authorize 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 FY19-20, which covers July 1, 2019 to June 31, 2020. 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
- Performance Metrics including Pavement Condition Index, transit on-time performance, capital vs. administrative investments, and service effectiveness.
- Documentation of current Bicycle and Pedestrian Master Plans
- Documentation of Measure BB Local Streets and Roads expenditures on bicycle/pedestrian improvements
- Adherence to Timely Use of Funds Policy

For the FY19-20 reporting year, all DLD recipients submitted the required compliance reports and audited financial statements to Alameda CTC. Alameda CTC staff, in collaboration with the IWC, reviewed the recipients' expenditures to determine eligibility and program compliance.

Alameda CTC has determined that all twenty DLD recipients are in-compliance with the financial reporting and expenditure requirements, and DLD policies for expenditures incurred during FY19-20. The DLD recipients' individual reports are available for review online at: <https://www.alamedactc.org/funding/reporting-and-grant-forms/>.

#### FY19-20 Fund Balances and Performance Monitoring

DLD recipients are required to document expenditure activities to report on the general performance of DLD funds. Key performance metrics monitored through the Annual Program Compliance Reporting process include timely use of funds, Measure BB Local Street and Road (LSR) investments towards bicycle/pedestrian improvements, pavement condition index, transit on-time performance, and paratransit related service implementation.

- Fund Balances: DLD recipients' collective FY19-20 ending fund balance by funding program totals \$105.5 (\$45.5M in Measure B, \$50.9M in Measure BB,



and \$9.1M in VRF) as shown in Attachment A. The balance has decreased by approximately \$5M from the past fiscal year. DLD recipients have reported \$46.6M of the fund balance is currently encumbered to active projects and contracts to demonstrate their commitment to use their DLD funds (refer to Attachment B).

- 15% Measure BB LSR Requirement: Additionally, Alameda CTC monitors the recipient's adherence to the 2014 Measure BB Transportation Expenditure Plan's requirement that mandates 15 percent of LSR DLD funds be spent on bicycle/pedestrian related improvements. Based on the collective Measure BB LSR expenditures to date, the DLD recipients are meeting the requirement with approximately 33 percent of total Measure BB LSR expenditures to date going towards bicycle/pedestrian related improvements (Attachment C).
- Pavement Condition Index: Alameda CTC's performance metric for LSR DLD recipients also requires a minimum PCI of 60 (Fair Condition) for local roadways. DLD recipients are maintaining this fair condition threshold, or have indicated a commitment and action plan to rehabilitate their most deteriorated roadways in their jurisdiction to bring their PCI to standard. DLD recipients continue to invest in road maintenance and repair to maintain and improve streets and roads. A summary of jurisdictions PCI is included in Attachment D.
- Transit On-time Performance: For transit performance, Alameda CTC monitors the reported transit operator's annual adopted on-time performance goals to actual on-time performance achieved. Generally, transit operators have exceeded or are within three percentage points of their agency's goal. The San Joaquin Regional Rail Commission noted a decline in its on-time performance for its Altamont Corridor Express operations in the fiscal year due to the implementation of new positive train control technologies. SJRRC provided a corrective action plan to implement new operating procedures and trainings for this new technology. They expect the system performance in the next fiscal year to improve as the testing phase is concluded, and the new system technologies becomes more coordinated with the track infrastructure, and procedures become more familiar among the train operators. The transit on-time performance summary is included in Attachment D.
- Seniors and People with Disabilities Performance: The Special Transportation for Seniors and People with Disabilities (Paratransit) Program contains specific performance measures based on the types of services provided by the DLD recipient. These transportation services include ADA-mandated paratransit services and city-based non-mandated paratransit programs that provide vital transportation options for seniors and people with disabilities. The recipients' programs and anticipated DLD expenditures are reviewed annually through Alameda CTC's Annual Paratransit Program Plan process. A review of the

paratransit ADA mandated services performance summary is included in Attachment D.

During the IWC's review, the members focused on jurisdictions' expenditures and performance accomplishments. Members provided comments to the DLD recipients inquiring on areas (including but not limited to) local streets and road's investments, recipients' efforts to improve pavement condition index scoring, transit related operating cost per trip, and the program administration expenses. The IWC's assessment of the DLD programs will be included as part of the IWC's Annual Report to the Public in July 2021.

#### Program Compliance Determination

All twenty DLD recipients are found to be in-compliance with the financial reporting and expenditure requirements, and associated DLD policies for expenditures incurred during FY19-20 period. Alameda CTC will continue to monitor the DLD program expenditures to ensure adherence with the respective voter-approved Transportation Expenditure Plans.

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

#### **Attachments:**

- A. DLD Program Summary of Fund Balances
- B. DLD Balances and Encumbrances
- C. Summary of Measure BB LSR Expenditures on Bicycle/Pedestrian improvements
- D. Performance Summary - PCI and on-time performance

**Measure B/Measure BB/Vehicle Registration Fee  
Direct Local Distribution Fund Balances**

*(As of the end of Fiscal Year 2019-20)*

<b>Jurisdiction:</b>	<b>Measure B</b>	<b>Measure BB</b>	<b>VRF</b>	<b>Total</b>
AC Transit	\$5,132,647	\$5,683,611		\$10,816,258
BART	\$0	\$0		\$0
LAVTA	\$0	\$0		\$0
WETA	\$441,932	\$1,831,865		\$2,273,797
ACE	\$1,249,433	\$675,309		\$1,924,742
Alameda County	\$548,159	\$2,106,231	\$288,691	\$2,943,081
City of Alameda	\$1,584,438	\$0	\$327,616	\$1,912,054
City of Albany	\$1,869,387	\$2,181,219	\$254,541	\$4,305,146
City of Berkeley	\$3,910,084	\$8,322,884	\$1,209,914	\$13,442,882
City of Dublin	\$510,024	\$675,188	\$284,556	\$1,469,768
City of Emeryville	\$840,463	\$628,941	\$23,317	\$1,492,721
City of Fremont	\$954,934	\$2,897,536	\$372,349	\$4,224,819
City of Hayward	\$7,031,694	\$8,868,232	\$975,580	\$16,875,506
City of Livermore	\$2,821,310	\$2,650,689	\$415,504	\$5,887,503
City of Newark	\$724,329	\$1,304,242	\$117,045	\$2,145,615
City of Oakland	\$11,743,956	\$6,981,944	\$1,875,400	\$20,601,300
City of Piedmont	\$1,923	\$443	\$34,011	\$36,377
City of Pleasanton	\$1,476,987	\$2,060,049	\$1,047,601	\$4,584,638
City of San Leandro	\$2,232,539	\$2,277,469	\$1,122,480	\$5,632,488
City of Union City	\$2,446,102	\$1,711,141	\$795,965	\$4,953,208
<b>Total</b>	<b>\$45,520,341</b>	<b>\$50,856,993</b>	<b>\$9,144,570</b>	<b>\$105,521,904</b>

Notes:

1. Financials are from the Measure B/BB/VRF Direct Local Distribution Recipients' FY 2019-20 Audited Financial Statements.

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**Measure B/Measure BB/Vehicle Registration Fee  
Direct Local Distribution Encumbrances and Balances**

*(As of the end of Fiscal Year 2019-20)*

Jurisdiction:	Total Balance	Total Encumbrance	Total Remaining (Bal. - Encumbered)	% Remaining Balance
AC Transit	\$10,816,258	\$10,816,258	\$0	0%
BART	\$0	\$0	\$0	0%
LAVTA	\$0	\$0	\$0	0%
WETA	\$2,273,797	\$203,052	\$2,070,745	91%
ACE	\$1,924,742	\$1,249,433	\$675,309	35%
Alameda County	\$2,943,081	\$386,639	\$2,556,442	87%
City of Alameda	\$1,912,054	\$1,976,975	-\$64,921	-3%
City of Albany	\$4,305,146	\$743,000	\$3,562,146	83%
City of Berkeley	\$13,442,882	\$3,523,461	\$9,919,422	74%
City of Dublin	\$1,469,768	\$1,469,212	\$556	0%
City of Emeryville	\$1,492,721	\$842,131	\$650,590	44%
City of Fremont	\$4,224,819	\$1,311,758	\$2,913,061	69%
City of Hayward	\$16,875,506	\$6,004,439	\$10,871,066	64%
City of Livermore	\$5,887,503	\$4,295,000	\$1,592,503	27%
City of Newark	\$2,145,615	\$519,950	\$1,625,665	76%
City of Oakland	\$20,601,300	\$3,438,906	\$17,162,394	83%
City of Piedmont	\$36,377	\$36,377	\$0	0%
City of Pleasanton	\$4,584,638	\$3,888,623	\$696,015	15%
City of San Leandro	\$5,632,488	\$2,931,097	\$2,701,391	48%
City of Union City	\$4,953,208	\$2,958,862	\$1,994,346	40%
<b>Total</b>	<b>\$105,521,904</b>	<b>\$46,595,174</b>	<b>\$58,926,730</b>	<b>56%</b>

Notes:

1. Financials are from the Measure B/BB/VRF Direct Local Distribution Recipients' FY 2019-20 Audited Financial Statements.

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### Measure BB Local Streets and Roads Requirement

15% of Total LSR Expenditures must be towards benefiting bicylists/pedestrians.

Jurisdiction:	Total LSR Expenditures to Date	Total LSR Expenditures on Bike/Ped to Date	Percentage of LSR Expenditures on Bike/Ped over Total LSR Expenditures	15% minimum LSR achieved?
ACPWA	\$12,402,139	\$11,468,926	92%	Yes
City of Alameda	\$8,162,250	\$5,535,892	68%	Yes
City of Albany	\$416,555	\$219,375	53%	Yes
City of Berkeley	\$8,854,487	\$2,553,032	29%	Yes
City of Dublin	\$1,984,641	\$698,054	35%	Yes
City of Emeryville	\$1,065,300	\$254,442	24%	Yes
City of Fremont	\$11,542,333	\$4,803,343	42%	Yes
City of Hayward	\$7,456,034	\$1,510,746	20%	Yes
City of Livermore	\$3,297,739	\$948,650	29%	Yes
City of Newark	\$1,768,169	\$713,356	40%	Yes
City of Oakland	\$53,418,708	\$9,029,774	17%	Yes
City of Piedmont	\$2,109,638	\$407,378	19%	Yes
City of Pleasanton	\$3,179,657	\$639,731	20%	Yes
City of San Leandro	\$6,005,063	\$1,430,679	24%	Yes
City of Union City	\$2,373,882	\$543,458	23%	Yes
<b>Total</b>	<b>\$124,036,597</b>	<b>\$40,756,837</b>	<b>33%</b>	<b>Yes</b>

Notes:

1. The table above reflects total Measure BB funds reported by jurisdictions.
2. Revenue and expenditure figures may vary due to number rounding.

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**DLD Performance Summary**

Fiscal Year 2019-20 Performance Monitoring

<b>Table 1: Pavement Condition Index</b>				
<b>LSR Metric:</b> Alameda CTC's performance metric for DLD Local Streets and Road (LSR) recipients requires a minimum PCI of 60 (Fair Condition) for local roadways.				
	<b>FY 16/17</b>	<b>FY 17/18</b>	<b>FY 18/19</b>	<b>FY 19/20</b>
Alameda County	71	71	72	71
City of Alameda	71	72	71	70
City of Albany	59	59	57	57
City of Berkeley	59	57	58	57
City of Dublin	85	85	85	85
City of Emeryville	79	77	75	74
City of Fremont	71	72	73	73
City of Hayward	70	70	70	70
City of Livermore	76	78	78	79
City of Newark	76	76	75	75
City of Oakland	56	54	54	53
City of Piedmont	64	61	62	64
City of Pleasanton	78	79	78	79
City of San Leandro	56	57	56	57
City of Union City	82	81	79	78

Source: MTC 2019 Pavement Condition of Bay Area Jurisdictions  
[https://mtc.ca.gov/sites/default/files/PCI\\_table\\_2019\\_data.pdf](https://mtc.ca.gov/sites/default/files/PCI_table_2019_data.pdf)

<b>Table 2: Transit On-time Performance</b>						
<b>Transit Metric:</b> Alameda CTC monitors the reported transit operator's annual adopted on-time performance goals to actual on-time performance achieved as reported by the jurisdictions.						
		<b>On-Time Performance Actual</b>				
<b>Jurisdiction:</b>	<b>On-Time Goal</b>	<b>FY 16/17</b>	<b>FY 17/18</b>	<b>FY 18/19</b>	<b>FY 19/20</b>	<b>Under/Over Goal</b>
AC Transit	72%	69%	70%	70%	73%	1%
ACE	95%	94%	89%	89%	76%	-19%
BART	91%	89%	92%	92%	89%	-2%
LAVTA	85%	81%	85%	85%	88%	3%
Union City Transit	90%	94%	92%	92%	92%	2%
WETA	95%	89%	96%	95%	97%	2%

**DLD Performance Summary**

Fiscal Year 2019-20 Performance Monitoring

<b>Table 3: ADA Mandated Services</b>											
<b>Paratransit Metric:</b> Alameda CTC monitors programs mandated by the American's with Disabilities Act. Comparing annually the number of one-way trips/passenger ridership provided by the programs, and cost effectiveness of those trips (Measure B/BB costs by program divided by the number of passengers) as reported by the jurisdictions.											
Agency	FY 16/17		FY 17/18			FY 18/19			FY 19/20		
	No. of one-way Trips	MB/BB Cost Per Trip	No. of one-way Trips	MB/BB Cost Per Trip	Total Costs Per Trip (all Sources)	No. of one-way Trips	MB/BB Cost Per Trip	Total Costs Per Trip (all Sources)	No. of one-way Trips	MB/BB Cost Per Trip	Total Costs Per Trip (all Sources)
AC Transit	502,755	\$22.92	531,840	\$23.18	\$48.65	511,357	\$26.07	\$57.86	383,937	\$33.23	\$70.32
BART	225,876	\$17.73	238,942	\$18.13	\$18.13	229,740	\$20.45	\$58.07	172,493	\$25.30	\$70.99
LAVTA	50,433	\$9.18	50,967	\$9.77	\$9.77	46,108	\$12.19	\$39.44	1,406,245	\$1.23	\$10.91
Union City	21,375	\$24.48	18,028	\$28.57	\$28.57	15,382	\$38.23	\$62.13	14,638	\$38.11	\$65.77