



Programs and Projects Committee Meeting Agenda Monday, March 14, 2022, 10:00 a.m.

Pursuant to AB 361 and the findings made by the Commission governing its meetings and the meetings of its Committees in light of the current statewide State of Emergency, the Commission and its Committees will not be convening at Alameda CTC's Commission Room but will instead convene remote meetings.

Members of the public wishing to submit a public comment may do so by emailing the Clerk of the Commission at vlee@alamedactc.org. Public comments received by 5:00 p.m. the day before the scheduled meeting will be distributed to Commissioners or Committee members before the meeting and posted on Alameda CTC's website; comments submitted after that time will be distributed to Commissioners or Committee members and posted as soon as possible. Submitted comments will be read aloud to the Commission or Committee 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:	Marilyn Ezzy Ashcraft, City of Alameda	Executive Director:	Tess Lengyel
Vice Chair:	Carol Dutra-Vernaci, City of Union City	Staff Liaison:	Gary Huisingh
Members:	Pauline Cutter, David Haubert, Nate Miley Rochelle Nason, Sheng Thao, Richard Valle, Bob Woerner	Clerk of the Commission:	Vanessa Lee
Ex-Officio:	John J. Bauters, Elsa Ortiz		

Location Information:

Virtual Meeting Information: <https://us06web.zoom.us/j/82055565379?pwd=QThoaEJvclyzMCTxdXhWbWxDZWWh5UT09>
Webinar ID: 820 5556 5379
Password: 582651

For Public Access Dial-in Information: (669) 900-6833
Webinar ID: 820 5556 5379
Password: 582651

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

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar

Page/Action

- 4.1. [Approve February 14, 2022 PPC Meeting Minutes](#) 1 A

5. Regular Matters

- 5.1. [Approve and authorize the Executive Director to execute Amendment No. 1 to Agreement A22-0002 with Electronic Transaction Consultants, LLC \(ETC\)](#) 3 A
- 5.2. [Approve Measure B, Measure BB and Vehicle Registration Fee Programs and Policies Updates](#) 7 A

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, April 11, 2022

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, or at the discretion of the chair), submit a speaker card to the clerk, or follow remote instructions listed in the agenda preamble.
- 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.
- 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 March through April 2022

Commission Chair
Mayor John J. Bauters
City of Emeryville

Commission Vice Chair
Board President Elsa Ortiz
AC Transit

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

BART
President Rebecca Saltzman

City of Alameda
Mayor Marilyn Ezzy Ashcraft

City of Albany
Councilmember Rochelle Nason

City of Berkeley
Councilmember Rigel Robinson

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
Vice-Mayor Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont
Mayor Teddy Gray King

City of Pleasanton
Mayor Karla Brown

City of San Leandro
Mayor Pauline Russo Cutter

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	March 24, 2022 April 28, 2022
9:30 a.m.	Alameda CTC Commission Retreat	March 30, 2022
10:00 a.m.	Programs and Projects Committee (PPC)	April 11, 2022
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	

Advisory Committee Meetings

5:30 p.m.	Independent Watchdog Committee (IWC)	March 14, 2022
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	April 7, 2022
1:00 p.m.	Paratransit Program Plan Review	April 25-26, 2022

Pursuant to AB 361 and the findings made by the Commission governing its meetings and the meetings of its Committees in light of the current statewide State of Emergency, the Commission and its Committees will not be convening at Alameda CTC's Commission Room but will instead convene remote meetings.

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. Call to Order

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioners King, Thao and Valle.

Subsequent to the roll call:

Commissioner Valle arrived during item 4.

Commissioner Thao arrived during item 5.1.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve January 10, 2022 PPC Meeting Minutes

4.2. Approve the Transportation Fund for Clean Air (TFCA) FY 2022-23 Expenditure Plan Application

4.3. Approve the Administrative Amendment to Grant Funding Agreement to Extend Agreement Expiration Date

Commissioner Saltzman moved to approve the consent calendar. Commissioner Dutra-Vernaci seconded the motion. The motion passed with the following roll call vote:

Yes: Bauters, Dutra-Vernaci, Haubert, Mei, Miley, Saltzman, Valle, Woerner

No: None

Abstain: Ortiz

Absent: King, Thao

5. Regular Matters

5.1. Approve actions to facilitate advancement of the East Bay Greenway Phase 1: E14th/Mission Project

Aleida Andrino-Chavez presented this item, recommending that the Commission authorize the Executive Director to execute Amendment No. 5 to the Professional Services Agreement A18-0024 with Kittelson and Associates, Inc. to add an additional amount of \$800,000 (for a not-to-exceed amount of \$3,388,000).

Commissioner Miley moved to approve the item. Commissioner Bauters seconded the motion. The motion passed with the following roll call vote:

Yes: Bauters, Dutra-Vernaci, Haubert, Mei, Miley, Ortiz, Saltzman, Thao, Valle, Woerner
No: Non
Abstain: None
Absent: King

5.2. Approve Amendment No. 2 to Cooperative Agreement with the Bay Area Toll Authority for Regional Customer Service Center Services for the I-580 Express Lanes

Ashley Tam recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 2 of the Cooperative Agreement I-580-EL-BAT-FY15-16 with the Bay Area Toll Authority for Regional Customer Service Center Services for the I-580 Express Lanes to extend the term of the Agreement until March 2024 and amend the terms of reimbursable costs.

Commissioner Bauters moved to approve the item. Commissioner Ortiz seconded the motion. The motion passed with the following roll call vote:

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

5.3. One Bay Area Grant Cycle 3 and 2024 Comprehensive Investment Plan Update

John Nguyen and Jacki Taylor presented this item highlighting the OBAG 3 Grant Cycle key provisions, eligibility requirements and updates from the previous OBAG cycle. Mr. Nguyen and Ms. Taylor noted that while a broad range of project types will be allowed with the OBAG 3 funding cycle, there will be an emphasis on bicycle and pedestrians focused projects, equity focused projects and transit access focused projects.

6. Committee Member Reports

Commissioners Bauters and Ortiz noted that on February 7, 2022, Alameda CTC and several agencies hosted California Department of Transportation Director, Toks Omishakin, on a bicycle and bus tour to highlight projects in the County, including the Emeryville Greenway, AC Transit's zero emission bus program, the Port of Oakland projects, the Oakland Alameda Access Project, East Bay Greenway/E 14th Multimodal Project, and projects that enhance safety. Commissioner Bauters noted that Governor Newsom appointed Toks Omishakin as the Secretary of the California State Transportation Agency on February 7, 2022 as well.

7. Staff Reports

There were no staff reports.

8. Adjournment

The next meeting is: March 14, 2022, at 10:00 a.m.



Memorandum

5.1

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

DATE: March 7, 2022

TO: Programs and Projects Committee

FROM: Ashley Tam, Associate Transportation Engineer

SUBJECT: Approve and authorize the Executive Director to execute Amendment No. 1 to Agreement A22-0002 with Electronic Transaction Consultants, LLC (ETC)

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 1 to Agreement A22-0002 with Electronic Transaction Consultants, LLC (ETC) for and additional \$900,000, a total not-to-exceed amount of \$5.4 million for I-680 Sunol EL Project interim toll system integration services.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor and implementing agency of the I-680 Sunol EL Project, which has constructed a new 9-mile express lane segment on northbound I-680 between south of Auto Mall Parkway and SR 84 and converted the existing southbound controlled-access express lane to an open-access facility between SR 84 and SR 262. The express lanes have been open for use only to carpools since fall 2020. Alameda CTC has terminated the contract with the toll system integrator (TSI) initially contracted to design and deploy the toll system.

In July 2021, the Commission approved a contract with ETC to establish an interim tolling system on the existing I-680 Sunol EL.

ETC was contracted to design and implement an interim tolling system for I-680 Sunol EL. At the time, budget was authorized for implementation only, as performance requirements during O&M (operations and maintenance) were still being negotiated. Staff recommends amending the agreement to add additional budget for on-call services and to exercise an optional task relating to the transition into O&M phase, which includes purchase of spare equipment needed for the O&M phase of the interim tolling system.

Background

Alameda CTC is the project sponsor and implementing agency of the I-680 Sunol Express Lanes Project (I-680 Sunol EL Project), which passes through the cities of Milpitas and Fremont and the community of Sunol, and which has constructed a new 9-mile express lane segment on northbound I-680 between south of Auto Mall Parkway and SR 84 and converted the existing southbound controlled-access express lane to an open-access facility between SR 84 and SR 262. Alameda CTC is also the project sponsor and implementing agency of the I-680 and SR-84/I-680 Interchange Improvements Project, which will extend the southbound lane northward by two miles, and the I-680 Southbound Express Lanes from SR 84 to Alcosta Boulevard project (I-680 Southbound Gap Project), which passes through the community of Sunol and the cities of Dublin and Pleasanton and which will construct a new 9-mile southbound express lane from SR 84 to Alcosta Boulevard. Collectively, the benefits of these express lanes include improved efficiency of the transportation system on southbound I-680 between SR 237 and Alcosta Boulevard, and on northbound I-680 between Auto Mall Parkway and SR 84, to accommodate the current and future traffic demand; improved travel time and travel reliability for all users, including HOV and transit users; and optimization of freeway system management and traffic operations. In addition, when the I-680 Southbound Gap Project is completed, it will close a gap in the southbound HOV/EL along I-680, by connecting the I-680 Sunol EL, operated by Alameda CTC, with the Bay Area Infrastructure Finance Authority's (BAIFA's) I-680 Express Lanes in Contra Costa County, resulting in a 48-mile long I-680 southbound express lane network from Marina Vista Boulevard in Martinez (in Contra Costa County) to SR 237 in Milpitas (in Santa Clara County).

In June 2021, Alameda CTC terminated the contract with the TSI initially contracted to design and deploy the toll system based on the TSI's failure to comply with contract requirements. In July 2021, Commission approved the Executive Director to execute an agreement with ETC to design and deploy an interim toll system for the I-680 Sunol EL Project. This interim toll system would expedite initiation of revenue collection and would allow the public to obtain the transportation benefits of express lanes.

The agreement currently has just under \$500,000 in on-call services budget to address unforeseen changes, such as issues arising from the work of the previous TSI, and task orders for integration services of new sites being constructed, as described below. Since approval of the agreement with ETC, toll system work related to the SR-84/I-680 Interchange Improvements project has been identified, including installation of equipment for a new message sign within the I-680 Sunol EL corridor, which is an addition to the I-680 Sunol EL toll system. As the project is currently under construction, a TSI is needed to coordinate with the civil contractor and implement new tolling sites. Staff recommends replenishing on-call services budget to address new sites.

Performance metrics associated with O&M services have been fully developed, and tasks that transition from implementation to O&M have been identified. This element of the scope of work was included as an optional task in the agreement. Staff recommends authorizing the optional task with additional budget to initiate ramp-up activities related to O&M, such as purchase of spare equipment that have long lead times, many of which are longer than six months.

The total increase to the contract amount is \$900,000, resulting in a not-to-exceed total amount of \$5,400,000. A summary of all contract actions related to Agreement No. A22-0002 is provided in Table A.

Staff anticipates bringing an action item to the Commission/Sunol JPA in May 2022 to address the budget to incorporate all O&M services for the interim I-680 Sunol EL toll system.

Table A: Summary of Agreement No. A22-0002			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with ETC (A22-0002) <i>Approved July 2021</i>	Toll System integration services for I-680 Sunol Interim toll system.	\$4,500,000	\$4,500,000
Proposed Amendment No. 1 <i>March 2022 – (This Agenda Item)</i>	Provide additional budget to exercise optional task and implement new site under construction	\$900,000	\$5,400,000

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

Fiscal Impact: This action will commit \$900,000 in previously allocated project funds, which are included in the project funding plans and in Alameda CTC's FY 2021-22 and FY 2022-23 Capital Program Budget.

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Memorandum

5.2

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

DATE: March 7, 2022

TO: Programs and Projects Committee

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

SUBJECT: Approve Measure B, Measure BB and Vehicle Registration Fee Programs and Policies Updates

Recommendation

It is recommended that the Commission approve the Measure B, Measure BB, and Vehicle Registration Fee Programs and Policies Updates.

Summary

Alameda CTC is responsible for administering local funds collected from the 2000 Measure B and 2014 Measure BB transportation sales tax programs, and the 2010 Vehicle Registration Fee (VRF) Program. The programs generate over \$320 million annually to support capital transportation improvements, roadway maintenance, transit, and paratransit operations within Alameda County.

Alameda CTC distributes Measure B/BB/VRF funds through two categorical types:

- 1) Direct Local Distributions (DLDs) - Monthly formula allocations distributed to eligible local jurisdictions and transit agencies.
- 2) Grant funded Reimbursements - Payments made on a reimbursement basis after work is performed; i.e. capital projects and discretionary funded improvements.

This is a DLD and discretionary programs status update that includes a discussion on the DLD program historical revenues, upcoming discretionary opportunities, and staff recommendations to modify DLD policies and implementation guidelines. Alameda CTC staff recommends an update to the DLD timely use of funds policy requirements, and temporary modification to the Seniors and People with Disabilities (Paratransit) implementation guidelines to expand expenditure eligibilities on essential transportation services.

Background

Direct Local Distributions (DLD) Programs Update

The Measure B and Measure BB sales tax, and Vehicle Registration Fee (VRF) Programs provide a significant funding stream for transportation improvements throughout Alameda County. Over half of all revenues generated are distributed to the local cities, transit agencies, and the county as “Direct Local Distributions” (DLD) to be used for locally identified and prioritized transportation improvements.

From the start of the 2000 Measure B, 2010 VRF, and 2014 Measure BB programs through the end of Fiscal Year (FY) 20-21. Alameda CTC distributed over \$1.8 billion in DLD funds to local recipients (Attachment A – Historical Direct Local Distributions by Fund Program).

The DLD funds are distributed to eligible jurisdictions per a prescribed formula in the respective voter approved Transportation Expenditure Plans. DLD recipients include the fourteen incorporated cities in Alameda County, County of Alameda, and five transit agencies (Alameda-Contra Costa Transportation Authority, Bay Area Rapid Transit District, Livermore Amador Valley Transportation Authority, San Francisco Water Emergency Transportation Authority, and the San Joaquin Regional Rail Commission).

Measure B/BB DLDs are flexible funding sources that allow Alameda CTC and local jurisdictions to address a variety of countywide transportation needs from traditional roadway maintenance, infrastructure repair, bicycle/pedestrian enhancements, transit operations, to the implementation of large capital improvement projects.

Alameda CTC requires DLD recipients to submit separate annual Audited Financial Statements and Program Compliance Reports that summarize the DLD recipients' fiscal year's financials, expenditures, fund balances, and program achievements to monitor program compliance. The reports for the FY 2020-21 reporting period (July 1, 2020 through June 30, 2021) were due at the end of December 2021 and are currently under review by Alameda CTC staff and the Independent Watchdog Committee (for Measure B/BB programs). In June 2022, the Commission will receive a full Annual Program Compliance Summary Report that includes the summary of recipient expenditures and DLD accomplishments.

DLD Policy Updates Recommended

The use of Measure B/BB/VRF DLD program funds are guided by Commission approved Implementation Guidelines and policies. On April 22, 2021, the Commission approved interim policy changes to the DLD program which granted an extension to the DLD Timely Use of Funds requirements, and expanded expenditure eligibilities for the Seniors and People with Disabilities (Paratransit) Program through June 30, 2022. Staff is recommending changes to the Timely Use of Funds Policy, and continued extensions of the certain paratransit program eligibilities to address recipients' needs and concerns.

Timely Use of Funds Policy Update

The purpose of the DLD Timely Use of Funds Policy is to ensure program accountability and expeditious use of DLD funds. The existing policy approved by the Commission in December 2015 states: "DLD recipient shall not carry a fiscal year ending fund balance greater than 40 percent of the Direct Local Distribution revenue received for that same fiscal year for four consecutive fiscal years, by funding program." In June 2020 and June 2021, the Commission approved two separate one-year time extensions to allow jurisdictions until the end of FY 2021-22 to drawn down balances, and directed staff to explore updating the policy to address recipients' challenges with achieving the required 40 percent annual ending balance to revenue requirement.

DLD recipients have stated the current policy is difficult to achieve, and fund balances do not reflect the following:

- 1) Expenditure fluctuations of early project development costs compared to more expensive construction activities;
- 2) Capital construction expenditures occurring after the fiscal year closing, and multi-year construction projects;
- 3) Intentional DLD reserves to support the implementation of large capital improvements (especially in the case with smaller cities); or
- 4) Strategic planning to leverage Measure B/BB/VRF funds as matching sources against external discretionary state/federal funding opportunities.

To address the DLD recipients concerns, and policy feasibility issues, Alameda CTC staff recommends the approval of the proposed Timely Use of Funds Policy summarized below, and fully outlined in Attachment B.

Per the proposed policy, the recipient shall expend DLD funds expeditiously pursuant to the following requirements:

- i. RECIPIENT may not hold an end of fiscal year fund balance of greater than four-times their annual DLD revenue received for that same fiscal year, by respective Measure B, Measure BB, and VRF Program. A RECIPIENT found to be non-compliant with this requirement through the Annual Program Compliance reporting process must return the equal amount of DLD funds that exceeds the maximum allowable end of fiscal year fund balance to Alameda CTC, as approved by the Commission. The Cities of Albany, Emeryville, and Piedmont are excluded from this requirement.
- ii. Measure B RECIPIENT must expend all Measure B DLD funds and all interest earned thereon by June 30, 2026.
- iii. RECIPIENT must document the use of end of year program fund balances towards eligible transportation improvements as part of the Annual Program Compliance Process.

Overall, the proposed policy addresses the DLD recipients aforementioned concerns and continues to hold DLD recipients accountable for the expeditious use of voter-approved funds. Additionally, the proposed policy considers the upcoming sunset of the Measure B program on March 30, 2022 and requires a complete expenditure drawn down deadline by June 30, 2026 (four years after the end of the Measure B program ending).

Paratransit Program Eligibilities Extensions

In consideration of the continuing COVID-19 impact in Alameda County and the need for essential transportation services, staff recommends extending the previously approved provisions for the Paratransit Program eligibilities, as noted below:

- *Meal Delivery Program Cost Eligibilities*

The current Paratransit Implementation Guidelines limited Meal Delivery Program cost eligibilities to DLD recipients with previously established programs. For the past two fiscal years, the Commission has approved the expansion of the eligibilities to all DLD recipients due to COVID-19 impacts.

Staff recommends a continued one-year extension of meal delivery program eligibility under the Seniors and People with Disabilities (Paratransit) Program Implementation Guidelines for FY 2022-23. This extension will allow all DLD recipients the option to use their DLD Paratransit funds for transportation costs related to meal delivery program operations, which have become a critical service priority for seniors and people with disabilities within Alameda County. Eligible expenditures are for transportation services, not meals.

- *Same-Day Transportation Services and Specialized Accessible Van Service Cost Eligibilities*

The current Paratransit Implementation Guidelines limits eligibility to Same Day Transportation Services and Specialized Accessible Van Service to individuals age 70 or above. Last year, the Commission approved a reduction to the minimum age eligibility requirement from 70 to 60 years old to expand the transportation service options to medical facilities and COVID-19 vaccination sites for a larger at-risk age group who may be experiencing mobility limitations due to age and disability.

Staff recommended an additional year of program eligibility based on the 60 years of age requirement through the end of FY 2022-23 as the County continues to recover from COVID-19 impacts.

Staff will bring forward additional recommendations to modify or extend these policies beyond FY 2022-23 as required.

Discretionary Programs

Alameda CTC distributes discretionary Measure B, Measure BB, and VRF funds for bicycle/pedestrian, transit, paratransit, freight, technology, and community development related projects. Discretionary funds are awarded to Project Sponsors on a competitive basis. Successful applicants are required to enter into project funding agreements with Alameda CTC and funds are paid on a reimbursement basis upon successful completion of the agreed upon scope of work.

This Spring, Alameda CTC will begin the programming and allocation processes for these discretionary funds as part of the agency's Comprehensive Investment Plan (CIP). The upcoming 2024 CIP covers a five-year programming horizon consisting of fiscal years 2023-24 to 2027-28. Alameda CTC local fund sources will be coordinated with Federal discretionary funds from the One Bay Area Grant Cycle 3 program. Over \$100 million is expected to be available to eligible jurisdictions.

Alameda CTC's programming and allocation process considers project sponsor's readiness, leveraging of external funds, project needs, performance, and equity across Alameda's CTC administered funds.

In April, staff will present CIP and OBAG Cycle 3 programming criteria and request the Commission's approval for a Call for Projects starting in May. No action is required at this time related to the discretionary programs update.

Fiscal Impact: There is no fiscal impact from the requested actions.

Attachments:

- A. Historical Direct Local Distributions by Fund Program
- B. Proposed DLD Timely Use of Funds Policy

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Measure B/Measure BB/Vehicle Registration Fee**Historical Direct Local Distributions¹**

Fiscal Year	Measure B	Measure BB	VRF	Total
FY 01/02	\$12,006,000			\$12,006,000
FY 02/03	\$49,455,451			\$49,455,451
FY 03/04	\$53,086,000			\$53,086,000
FY 04/05	\$54,404,793			\$54,404,793
FY 05/06	\$59,357,051			\$59,357,051
FY 06/07	\$61,176,456			\$61,176,456
FY 07/08	\$62,543,374			\$62,543,374
FY 08/09	\$54,501,184			\$54,501,184
FY 09/10	\$50,808,873			\$50,808,873
FY 10/11	\$56,693,936		\$527,810	\$57,221,746
FY 11/12	\$60,556,173		\$6,978,012	\$67,534,185
FY 12/13	\$64,812,051		\$6,877,080	\$71,689,131
FY 13/14	\$66,662,145		\$7,221,595	\$73,883,740
FY 14/15	\$69,516,036	\$13,429,323	\$7,369,866	\$90,315,225
FY 15/16	\$72,008,976	\$69,875,475	\$7,421,869	\$149,306,320
FY 16/17	\$74,971,061	\$72,194,974	\$7,452,819	\$154,618,854
FY 17/18	\$81,030,004	\$78,118,871	\$7,429,111	\$166,577,986
FY 18/19	\$87,708,370	\$84,886,228	\$7,601,315	\$180,195,912
FY 19/20	\$81,490,405	\$78,839,935	\$7,394,401	\$167,724,741
FY 20/21	\$89,439,711	\$86,880,617	\$7,548,617	\$183,868,946
Total	\$1,262,228,050	\$484,225,423	\$73,822,495	\$1,820,275,967

Notes:

1. Distributions are from the fiscal year start of each respective funding program, July 1 to June 30.

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Measure B/ Measure BB / Vehicle Registration Fee
Direct Local Distribution Program

TIMELY USE OF FUNDS POLICY

INTENT: The intent of the Timely Use of Funds Policy is to encourage Measure B/Measure BB/Vehicle Registration Fee (VRF) Direct Local Distribution (DLD) recipients (“RECIPIENT”) to expend voter-approved transportation dollars expeditiously on transportation improvements and operations that the public can use and benefit from immediately.

I. TIMELY USE OF FUNDS POLICY

RECIPIENT shall expend DLD funds expeditiously pursuant to the following requirements:

- i. RECIPIENT may not hold an end of fiscal year fund balance of greater than four-times their annual DLD revenue received for that same fiscal year, by respective Measure B, Measure BB, and VRF Program. A RECIPIENT found to be non-compliant with this requirement through the Annual Program Compliance reporting process must return the equal amount of DLD funds that exceeds the maximum allowable end of fiscal year fund balance to Alameda CTC, as approved by the Commission. The Cities of Albany, Emeryville, and Piedmont are excluded from this requirement.
- ii. Measure B RECIPIENT must expend all Measure B DLD funds and all interest earned thereon by June 30, 2026.
- iii. RECIPIENT must document the use of end of year program fund balances towards eligible transportation improvements as part of the Annual Program Compliance Process.

II. PENALTY AND RESCISSION

RECIPIENT that does not meet the timeliness requirements set forth herein must return the equal amount of DLD funds that exceeds the maximum allowable end of fiscal year fund balance to Alameda CTC, as approved by the Commission.

All such funds returned to, or deem forfeited by Alameda CTC, shall be placed into an account for reallocation to the same programmatic type for transportation improvements in the county on a discretionary basis.

III. EXEMPTIONS

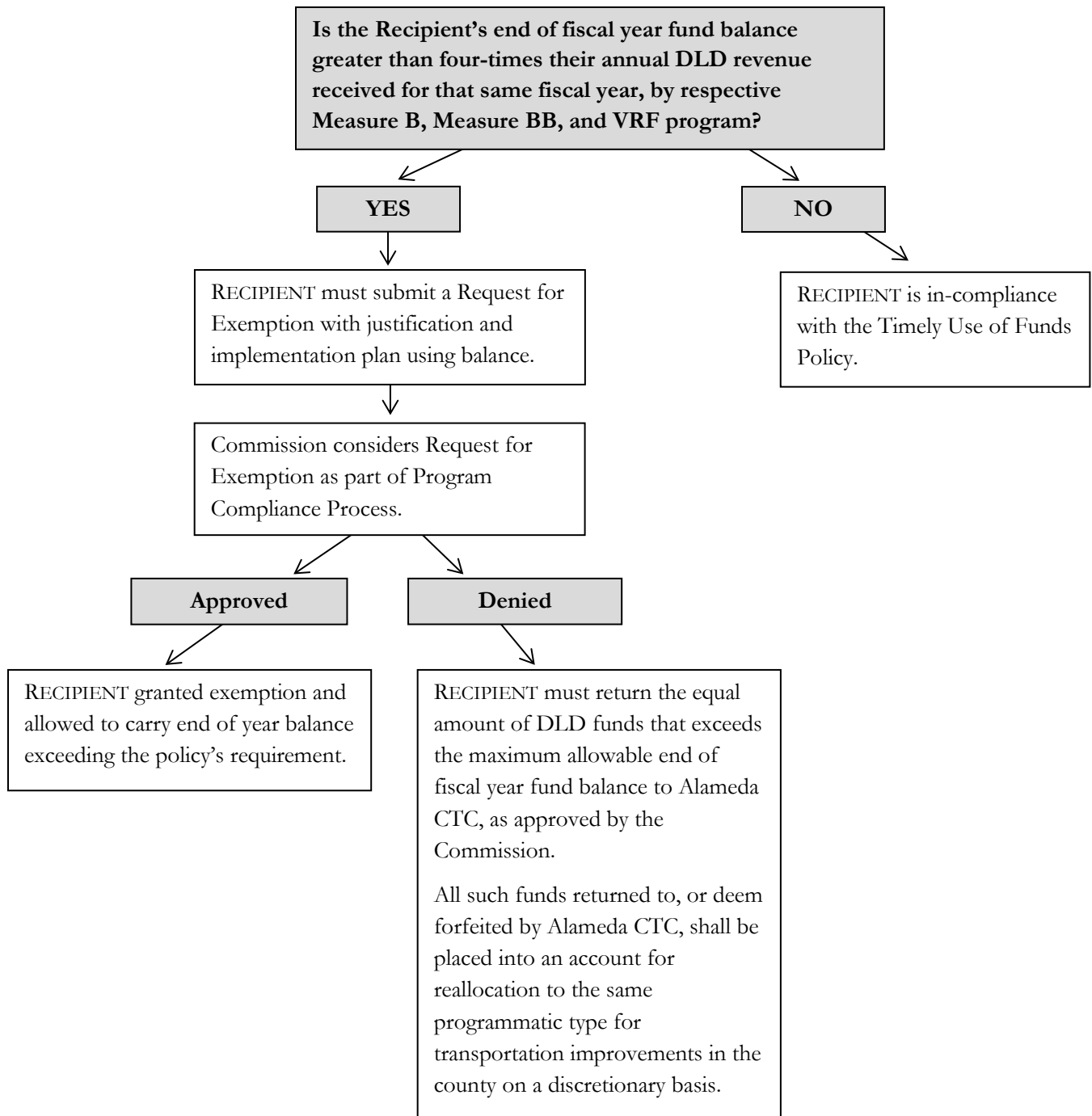
RECIPIENT may seek an exemption from the Timely Use of Funds Policy through the Annual Program Compliance reporting process. RECIPIENT must demonstrate that extraordinary circumstances have occurred, and provide a timely expenditure plan that would justify the exemption.

Exemption requests must be submitted to ALAMEDA CTC and considered by the Commission as part of the Annual Program Compliance Reporting process.



**Measure B/ Measure BB / Vehicle Registration Fee
Direct Local Distribution Program**

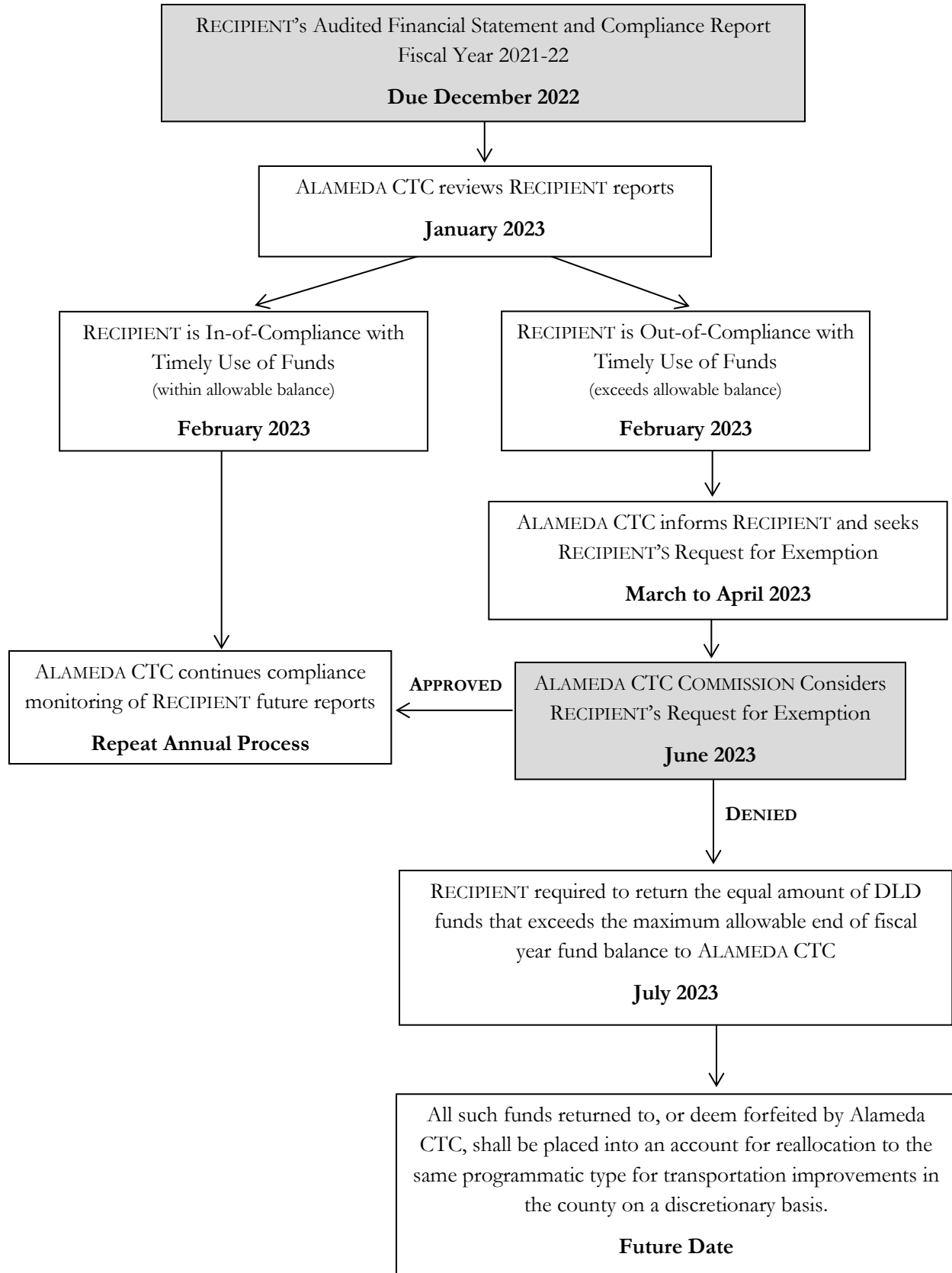
POLICY IMPLEMENTATION





**Measure B/ Measure BB / Vehicle Registration Fee
Direct Local Distribution Program**

EXAMPLE PROCESS IMPLEMENTATION SCHEDULE



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