



# Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

## **Commission Chair**

Supervisor Scott Haggerty, District 1

## **Commission Vice Chair**

Councilmember Rebecca Kaplan,  
City of Oakland

## **AC Transit**

Director Elsa Ortiz

## **Alameda County**

Supervisor Richard Valle, District 2  
Supervisor Wilma Chan, District 3  
Supervisor Nate Miley, District 4  
Supervisor Keith Carson, District 5

## **BART**

Director Thomas Blalock

## **City of Alameda**

TBD

## **City of Albany**

Vice Mayor Peter Maass

## **City of Berkeley**

Councilmember Laurie Capitelli

## **City of Dublin**

TBD

## **City of Emeryville**

Mayor Ruth Atkin

## **City of Fremont**

Mayor Bill Harrison

## **City of Hayward**

Mayor Barbara Halliday

## **City of Livermore**

Mayor John Marchand

## **City of Newark**

Councilmember Luis Freitas

## **City of Oakland**

Vice Mayor Larry Reid

## **City of Piedmont**

Mayor Margaret Fujioka

## **City of Pleasanton**

Mayor Jerry Thorne

## **City of San Leandro**

TBD

## **City of Union City**

Mayor Carol Dutra-Vernaci

## **Executive Director**

Arthur L. Dao

# Alameda County Technical Advisory Committee

**Thursday, January 8, 2015, 1:30 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.

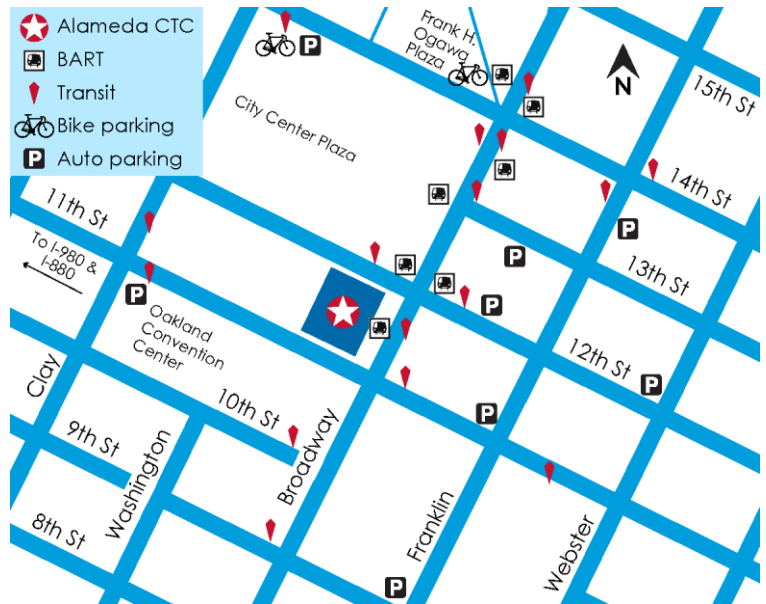
## **Glossary of Acronyms**

A glossary that includes frequently used acronyms is available on the Alameda CTC website at [www.AlamedaCTC.org/app\\_pages/view/8081](http://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](http://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](http://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](http://www.AlamedaCTC.org/events/month/now).

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# Alameda County Technical Advisory Committee Meeting Agenda Thursday, January 8, 2015, 1:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

## **\*NOTE: THE GOODS MOVEMENT TECHNICAL ADVISORY COMMITTEE MEETS FROM 11:30 A.M. TO 1:00 P.M.**

The [Goods Movement Technical Advisory Committee Meeting Agenda](#) is available on the Alameda CTC website.

### **1. Introductions/Roll Call**

**Chair:** Arthur L. Dao, Alameda CTC Executive Director

**Staff Liaisons:** Stewart Ng

**Public Meeting Coordinator:** Angie Ayers

### **2. Public Comment**

### **3. Administration**

**Page A/I**

#### **3.1. November 6, 2014 ACTAC Meeting Minutes**

1 A

Recommendation: Approve the November 6, 2014 meeting minutes.

### **4. Policies and Legislation**

#### **4.1. Measure BB Election Results and Analysis**

5 I

#### **4.2. 2014 Transportation Expenditure Plan Draft Revenue and Commitment Projections**

17 I

#### **4.3. Alameda CTC's Comprehensive Investment Plan Update and Draft Project Selection Criteria**

27 A

Recommendation: Approve Alameda CTC's Comprehensive Investment Plan project selection criteria.

### **5. Transportation Planning**

#### **5.1. Countywide Multimodal Plans Update**

##### **5.1.1. [Countywide Goods Movement Needs Assessment](#)**

I

#### **5.2. Alameda County Land Use Approval Database**

51 I

#### **5.3. Alameda CTC Bicycle Master Plan Guidelines**

55 A

### **6. Programs/Projects/Monitoring**

#### **6.1. I-580 Express Lanes Education and Outreach Presentation**

I

#### **6.2. Cycle 4 Lifeline Transportation Program – Summary of Applications**

69 I

#### **6.3. Metropolitan Transportation Commission One Bay Area Grant(OBAG) Program Funding Status Update**

73 I

## **7. Member Reports**

7.1. Metropolitan Transportation Commission Local Streets and Roads Working Group Update 101 I

7.2. Other Reports I

## **8. Adjournment/Next Meeting**

Thursday, February 5, 2015

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



## **Alameda County Technical Advisory Committee Fiscal Year 2014-2015**

### **Member Agencies**

AC Transit  
BART  
City of Alameda  
City of Albany  
City of Berkeley  
City of Dublin  
City of Emeryville  
City of Fremont  
City of Hayward  
City of Livermore  
City of Newark  
City of Oakland  
City of Piedmont  
City of Pleasanton  
City of San Leandro  
City of Union City  
County of Alameda

### **Other Agencies**

Chair, Alameda CTC  
ABAG  
ACE  
BAAQMD  
Caltrans  
CHP  
LAVTA  
MTC  
Port of Oakland  
Union City Transit  
WETA

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# Alameda County Technical Advisory Committee Meeting Minutes Thursday, November 6, 2014, 1:30 p.m.

3.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

## 1. Introductions/Roll Call

Arthur L. Dao called the meeting to order. The meeting began with introductions, and the chair confirmed a quorum. Representatives from all cities and agencies were present, except from the following: Altamont Corridor Express (ACE), Association of Bay Area Governments (ABAG), Bay Area Air Quality Management District (Air District), California Department of Transportation (Caltrans), California Highway Patrol (CHP), Port of Oakland, Union City Transit, and San Francisco Bay Area Water Emergency Transportation Authority (WETA).

## 2. Public Comment

Ken Bukowski with the Emeryville Property Owners Association congratulated the agency on passing Measure BB. He mentioned that all of his videos can be accessed at <http://regional-video.com/>.

Art Dao informed the committee that Matt Todd is leaving Alameda CTC on November 14, 2014 for a position at Gray-Bowen-Scott. He mentioned that Matt has been with the agency for 15 years, as a critical programming manager. Dao said Matt added value to the agency and the county, and he is an incredible, hardworking guy. Art and the committee thanked Matt for his dedication and years of service. The committee wished Matt much success in his career.

Matt Todd said that it was a pleasure working with the Alameda CTC and especially ACTAC, and being able to fund and deliver many projects was rewarding.

## 3. Administration

### 3.1. Approval of October 9, 2014 Minutes

*Obaid Khan (Dublin) moved to approve the October 9, 2014 meeting minutes. Thomas Ruark (Union City) seconded the motion. The motion passed unanimously (ACE, ABAG, Air District, Caltrans, CHP, Port of Oakland, Union City Transit, and WETA were absent).*

## 4. Policies and Legislation

### 4.1. Alameda CTC's Comprehensive Investment Plan Development Selection Methodology

Tess Lengyel stated that in October, 2014, the Commission adopted the Alameda CTC's Comprehensive Investment Plan (CIP) policy principles, development process and five-year programming fund estimate, and the next step is to review project selection. She discussed the project-selection methodology phases and the general funding guidelines. The project selection process is as follows: 1) Project/Program identification and screening, 2) Project/Program Evaluation, and 3) a countywide prioritization assessment.

Tess noted the majority of projects for the CIP are based on the 2012 Countywide Transportation Plan (CTP) and will be evaluated for inclusion into the CIP based on implementation readiness.

Questions/feedback from the members:

- When a local measure and external funds exist for a project, can the funds be spent at the same time? Staff stated external funds are to be expended prior to local measure funds to ensure all external funding commitments are expended within a timely manner, when possible. The goal is to ensure external funds are committed to the project and spent down in advance to avoid losing these funds to timely use of funds policies. Staff noted that Alameda CTC will support fund exchanges on a case-by-case basis to accelerate projects and to ensure external funds are spent.
- Staff needs to make sure that ACTAC and the Commission have time to look at the shifts mentioned in item 3a at the bottom of page 11. Staff said that Alameda CTC will set aside time to look at project/program prioritization.
- Support the Timely Use of Funds (TUF) requirements and consider timing issues related to expenditures and contract reimbursements. Staff mentioned that Master Programs Funding Agreements for the new measure have timely use of funds requirements.
- Staff noted that the CIP process will allow committees and the public to review the draft recommendation.

Public comment: Advocacy Director Dave Campbell with Bike East Bay noted that Alameda CTC staff worked very hard, and it made a difference in getting the measure to pass.

Dave said it will be problematic to score transit projects separately from road projects, especially for complete streets projects. He suggested considering a comprehensive examination of projects with complete streets elements spanning multiple categories.

Art informed ACTAC members that their comments will be presented to the Planning, Policy, and Legislation Committee on Monday, November 10, 2014.

*Matt Nichols (Berkeley) moved to approve the CIP project-selection methodology. Aleida Andrino-Chavez (Albany) seconded the motion. The motion passed unanimously (ACE, ABAG, Air District, Caltrans, CHP, Port of Oakland, Union City Transit, and WETA were absent).*

#### **4.2. Transportation Expenditure Plan Update**

Laurel Poeton reviewed with the committee the four-year process that resulted in the voters approving the 2014 Transportation Expenditure Plan (Measure BB). She noted that the process began in 2010, and the Community Advisory Working Group, the Technical Advisory Working Group, and the public provided input on the Plan. Laurel and staff thanked ACTAC for working with Alameda CTC in this four-year process and for assisting with the education process within the community.



#### **4.3. Cap-and-Trade Program Development**

Tess Lengyel shared information with the committee on the Cap-and-Trade Program and how it's progressing at the state and regional levels. Staff mentioned that once the state and region resolve their issues with the Affordable Housing and Sustainable Communities Program Guidelines, then Alameda CTC will be able to provide additional information to the committee.

### **5. Transportation Planning**

#### **5.1. Countywide Multimodal Plans Status Update**

##### **5.1.1 Countywide Multimodal Arterial Plan Draft Vision, Goals, and Performance Measures**

Saravana Suthanthira informed the committee that three meetings have taken place in the planning areas, and in an earlier meeting the Plans Technical Advisory Committee reviewed the comments received from the planning areas. Note that the last planning area meeting will take place on November 13, 2014. Saravana said the Plans Technical Advisory Committee provided additional input on the Countywide Multimodal Arterial Plan draft vision, goals, and performance measures. She requested the committee to send any additional comments to her by November 21, 2014. Saravana informed the committee that the vision, goals, and performance measures will be presented for approval by ACTAC and the Commission in February 2015.

##### **5.1.2 Countywide Transit Plan Preliminary Vision, Goals, and Performance Measures**

Kara Vuicich mentioned that focused discussion on this agenda item took place with the Plans Technical Advisory Committee. She requested ACTAC members provide input on the Transit Plan vision, goals, and performance measures by November 21, 2014. Kara informed the committee that small group meetings focused on health, businesses, pedestrian and bicycle access, and other topics are scheduled to take place during November and December 2014.

Public comment: Advocacy Director Dave Campbell with Bike East Bay noted that bicycle and pedestrian projects are becoming transit and multimodal arterial projects to be successful. It's important that the multimodal plans capture bike and walking projects as both transit and multimodal arterial projects. He said that he's been encouraging Alameda CTC and its predecessor agency to do this for many years and is very pleased to see that it's finally happening.

#### **5.2. Alameda CTC Bicycle Master Plan Guidelines**

Matt Bomberg gave an update on this agenda item. He explained to the committee the purpose of the Alameda CTC Bicycle Master Plan Guidelines and the development process. Matt informed that committee the Pedestrian Bicycle Working Group and the Countywide Bicycle and Pedestrian Advisory Committee have reviewed and provided input on the draft guidelines. He requested ACTAC members provide comments on the guidelines by November 21, 2014.

Questions/feedback from the members:

- How would Alameda CTC incorporate modal priorities or topologies across jurisdictions? Staff suggested that jurisdictions discuss how they are consistent with the CTP and the countywide modal plans.

## **6. Programs/Projects/Monitoring**

### **6.1. Alameda CTC At Risk Monitoring Reports**

James O'Brien provided an update on the State Transportation Improvement Program and the Federal Surface Transportation Congestion Mitigation and Air Quality Programs' TUF reports. Jacki Taylor provided an update on the Transportation Fund for Clean Air projects including information from the monitoring reports.

*Amber Evans (Emeryville) moved to approve this agenda item. Ruben Izon (Alameda County) seconded the motion. The motion passed unanimously (ACE, ABAG, Air District, Caltrans, CHP, Port of Oakland, Union City Transit, and WETA were absent).*

### **6.2. Alameda County Federal Inactive Projects List**

Vivek Bhat gave an update on the October 2014 federal inactive list of projects. He encouraged committee members to stay current with their invoicing activity.

## **7. Member Reports**

### **7.1. Metropolitan Transportation Commission Local Streets and Roads**

Vivek Bhat said the Local Streets and Roads Working Group met on October 9, 2014. He informed the committee of the Caltrans Risk-Based Invoicing Workshop that will take place at Alameda CTC's offices on November 20, 2014. The target audiences are the single point of contact and a representative from accounting or finance staff.

### **7.2. Other Reports**

There were no other reports.

## **8. Adjournment and Next Meeting**

The meeting adjourned at 3:30 p.m. The next meeting is:

Date/Time: Thursday, January 8, 2015 at 1:30 p.m.

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

Attested by:



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Angie Ayers,  
Public Meeting Coordinator



# Memorandum

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** January 5, 2015

**SUBJECT:** Measure BB Election Results and Analysis

**RECOMMENDATION:** Receive a presentation on Measure BB Election Results

## Summary

On November 4, 2014, Alameda County voters passed Measure BB, the extension and augmentation of the existing transportation sales tax for transportation with 70.76 percent approval. In 2012 a similar measure in Alameda County (Measure B1) came just shy of passage – receiving 66.53 percent support and requiring 66.67 percent. The success of Measure BB was the culmination of four years of effort by Alameda CTC staff and Commissioners to engage the public, partners and stakeholders to develop, approve and educate the public about the 2014 Transportation Expenditure Plan (2014 Plan), which will guide the expenditures of Measure BB.

Alameda CTC staff has analyzed the Measure BB Statement of Vote from the Alameda County Registrar of Voters. This memorandum includes a summary of the Statement of Vote for Measure BB and how it compares to that of Measure B1, and a summary of outreach efforts undertaken to educate Alameda County residents about the 2014 Transportation Expenditure Plan.

## Background

Measure BB extends the county's existing half-cent transaction and use tax for transportation (Measure B, approved by 81.5 percent of voters in 2000) from April 1, 2022 through March 31, 2045 and adds an additional half-cent from April 1, 2015 through March 31, 2045, to be spent in accordance with the 2014 Transportation Expenditure Plan as approved by voters. The 2014 Plan was approved by the Alameda County Transportation Commission in January 2014 and placed on the November 4, 2014, ballot after receiving unanimous support from all fourteen of Alameda County's cities and the Board of Supervisors. Measure BB required 66.67 percent support to pass, and received 70.76 percent yes votes.

## Voter Returns

### Comparison of 2000, 2012, 2014 Election Results

	Registration	Ballots Cast	Turnout (%)	Yes		No		Undervote	
				Votes Cast	%	Votes Cast	%	Votes Not Cast	%
<b>2014: Measure BB</b>	814,009	366,599	45.04%	240,557	70.76	99,417	29.24	26,397	7.20
<b>2012: Measure B1</b>	810,836	602,479	74.30%	350,899	66.53	176,504	33.47	69,483	11.53
<b>2000: Measure B</b>	669,918	502,045	74.94%	352,504	81.47	80,153	18.53	69,388	13.82

Voter turnout in 2014 was historically low – the fourth lowest nationwide since World War II, and at 45%, Alameda County turnout was nearly 40% less than in the November 2012 election. While a low turnout was anticipated, this was quite a bit lower than anticipated by pollsters, who predicted that Alameda County's turnout would be between 51-58% when Measure BB was placed on the ballot. The difference in turnout between 2012 and 2014 can be at least partially attributed to the fact that 2012 was a presidential election, which generally attracts significantly more voters. The 2014 ballot in Alameda County included a barely contested gubernatorial race, and the intensity of local elections varied across the county. In addition, there were fewer statewide measures on the ballot in 2014 than there were in 2012 and Measure BB was the only countywide measure.

Only 366,599 of the 814,009 total registered voters in Alameda County cast ballots in the November 2014 election. Of those who cast ballots, 70.76% or 240,557, voted Yes on Measure BB, and 29.24% or 99,417 voted No. 62% of ballots cast were Vote by Mail and 38% were cast on Election Day.

Seven of Alameda County's fourteen cities approved Measure BB (i.e. the total votes cast in each city's precincts resulted in more than 66.67% yes votes), including all of northern Alameda County cities and the City of Hayward. With the exception of Pleasanton (50.9% turnout), every city with a turnout of 50% or greater passed Measure BB. Only one city with a turnout under 35% (Hayward) passed Measure BB.

Four cities in Alameda County passed Measure BB with greater than 80% support, including in order by highest vote:

- Berkeley: 88.9% percent of yes votes (representing 33,000 yes ballots cast out of 40,301 total)
- Albany: 83.66% percent of yes votes (representing 4,833 yes ballots cast out of 6,130 total)
- Emeryville: 82.52% percent of yes votes (representing 1,922 yes ballots cast out of 2,524 total)

- Oakland: 81.38% percent of yes votes (representing 79,134 yes ballots cast out of 105,439)

Measure BB was approved in two (Oakland and Berkeley) of the three cities with the highest total number of votes cast in the 2014 election. Fremont supported at 61.1% with 22,769 yes ballots out of 40,548 cast.

Five cities had a nine percent or greater increase in percent of yes votes from 2012 to 2014:

- Piedmont: 14.6% increase in percent of yes votes (from 65.9% to 75.5% yes)
- Pleasanton: 13.6% increase in percent of yes votes (from 47.6% to 54% yes)
- Albany: 12.7% increase in percent yes votes (from 74.2% to 83.7% yes)
- Dublin: 10.62% increase in percent yes votes (from 54.6% to 60.4% yes)
- Berkeley: 9.5% increase in percent yes votes (from 80.8% to 88.1% yes)

Two cities saw their percent yes votes decrease from 2012 to 2014:

- Hayward's support fell from 69.4% in 2012 to 68% in 2014 (2% reduction)
- Union City's support fell from 65.6% to 64.3% in 2014 (2% reduction)

### **Undervote**

The vast majority of voters who cast ballots in Alameda County for the November 2014 election voted on Measure BB. Of the total ballots cast, only 26,397 or 7.2% did not include a valid selection for Measure BB (the undervote). In 2012 the undervote for Measure B1 was 11.53% and in 2000 the undervote for Measure B was 15.36%. Measure BB's very low undervote and can be attributed to several factors: the penetration of the Measure BB education and outreach efforts and the effectiveness of the independent campaign; and typically voters who vote in a very low turnout elections have strong voter records and are generally engaged and knowledgeable about their ballot and thus are more likely vote down the ballot. The high rate of votes on Measure BB also supports a conclusion that Alameda County voters who participated in the November 2014 election care deeply about transportation and see the nexus between local funding, transportation improvements and quality of life<sup>1</sup>.

### **Development, Public Outreach and Education of 2014 Transportation Expenditure Plan**

Alameda CTC has prioritized public outreach and education since the agency's inception in order to promote transparency and accessibility. This work is a critical component of the agency's efforts to plan, fund and deliver transportation projects and programs that meet the needs of Alameda County.

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<sup>1</sup> Higher undervotes can result from a lack of voter interest or understanding, a lack of outreach, a lack of caring, active abstention or protest, a poorly designed ballot, or in the instance of a long ballot, ballot fatigue. A high undervote can also be seen when voters care passionately about one candidate or issue and that draws new voters to the polls, but they don't vote down the ballot.

The identification of projects and programs in the transportation expenditure plan Plan was developed in conjunction with the long-range countywide transportation plan and had extensive public input to ensure that it addresses the county's diverse transportation needs. A wide variety of stakeholders, including businesses, technical experts, environmental and social justice organizations, and seniors and people with disabilities, helped shape the plan. Thousands of Alameda County residents participated in the Plan development process through public workshops and facilitated small group dialogues. Once the Plan was developed, public outreach and education about the Plan was incorporated into Alameda CTC's annual outreach activities.

After the close loss of Measure B1 in 2012, Alameda CTC staff integrated lessons learned from 2012 into the 2014 outreach plan. These included using language that is more accessible and understandable to the general public and the production of educational materials that were easy to read and contained concise high level messages targeted to specific audiences. Similar to 2012, the 2014 outreach effort included participation in public events throughout the county, and was based on published materials in English, Spanish and Chinese and was done in conjunction with the agency's overall educational and outreach efforts, including events, publications, social media and media events.

**Fiscal Impact:** There is no fiscal impact.

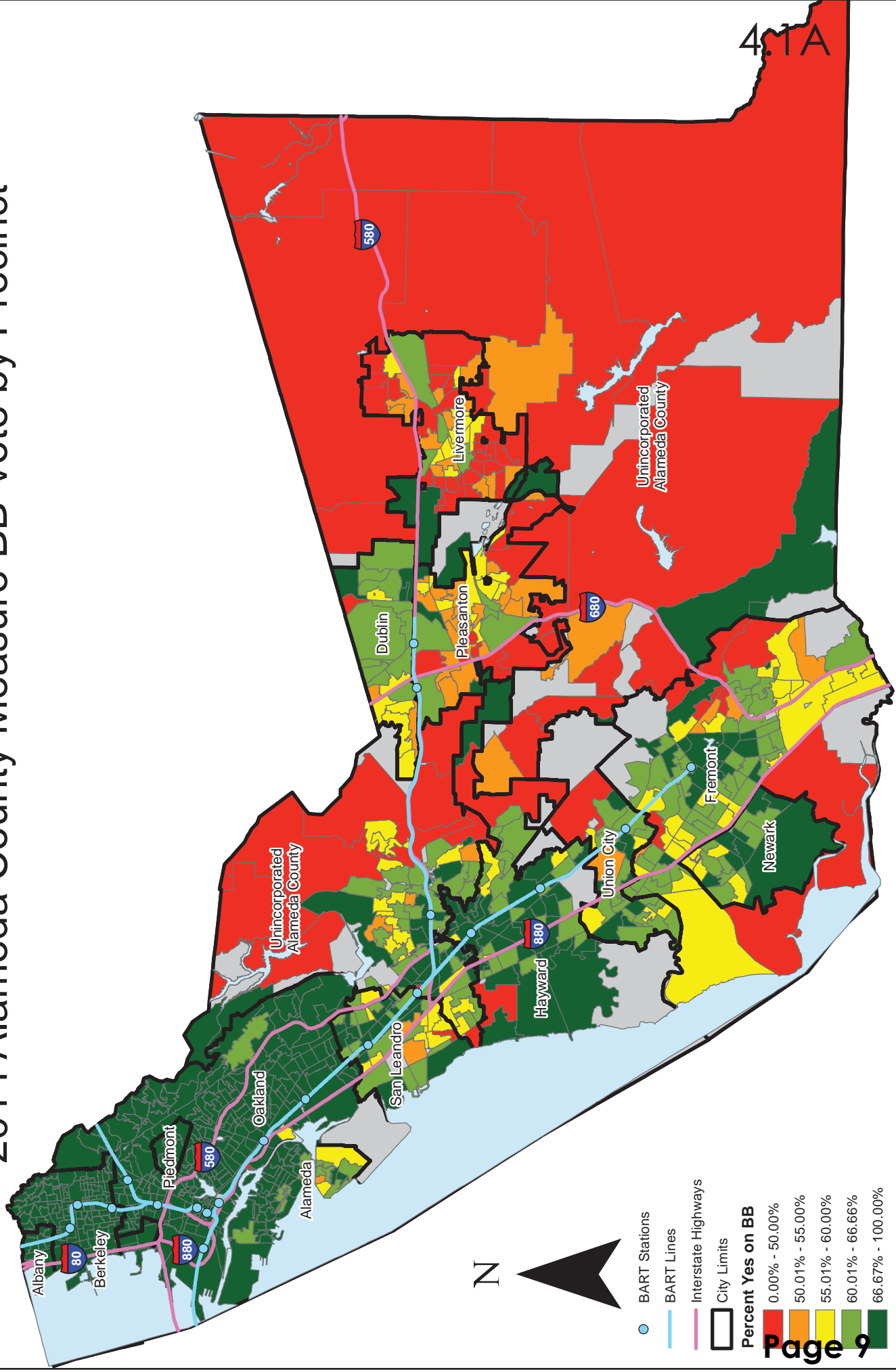
### **Attachments**

- A. Map of Measure BB Countywide Results
- B. Measure BB Results by City and Supervisorial District
- C. Comparison of votes for Measures B, B1 and BB

### **Staff Contact**

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

# 2014 Alameda County Measure BB Vote by Precinct



4.1A



Note:  
Grey precincts had no votes cast on BB

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## NOVEMBER 2014 ALAMEDA COUNTY MEASURE BB ELECTION RESULTS

	Registration	Ballots Cast	Turnout (%)	Yes		No		Undervote	
					%		%		%
Alameda County	814,009	366,599	45.04	240,557	70.76	99,417	29.24	26,397	7.20
City of Alameda	44,273	22,498	50.82	14,625	69.60	6,364	30.29	1,468	6.53
City of Albany	10,669	6,130	57.46	4,833	83.66	946	16.38	351	5.73
City of Berkeley	79,928	40,301	50.42	33,004	88.09	4,431	11.83	2,820	7.00
City of Dublin	22,890	10,789	47.13	6,057	60.40	3,959	39.48	758	7.03
City of Emeryville	5,667	2,524	44.54	1,922	82.52	399	17.13	194	7.69
City of Fremont	98,748	40,548	41.06	22,769	61.06	14,546	39.01	3,237	7.98
City of Hayward	62,617	20,824	33.26	13,168	67.96	6,204	32.02	1,441	6.92
City of Livermore	48,407	22,783	47.07	10,752	49.95	10,819	50.26	1,242	5.45
City of Newark	20,297	8,033	39.58	4,729	64.08	2,667	36.14	648	8.07
City of Oakland	221,073	105,439	47.69	79,134	81.38	18,044	18.56	8,157	7.74
City of Piedmont	8,346	4,948	59.29	3,446	75.54	1,120	24.55	383	7.74
City of Pleasanton	41,482	21,106	50.88	10,653	54.03	9,075	46.03	1,383	6.55
City of San Leandro	42,505	17,435	41.02	10,343	64.32	5,735	35.67	1,348	7.73
City of Union City	33,574	13,166	39.21	7,852	64.28	4,375	35.82	944	7.17
Unincorp/Eden Township	70,413	28,379	40.30	16,602	62.68	9,858	37.22	1,874	6.60
Unincorp/Murray Township	1,486	799	53.77	297	39.60	449	59.87	49	6.13
Unincorp/Pleasanton Township	1,433	795	55.48	331	46.55	380	53.45	84	0.00
Unincorp/Washington Township	201	102	50.75	40	46.51	46	53.49	16	0.00

1st Supervisorial District	149,309	66,268	44.38	34,992	56.85	26,618	43.25	4,681	7.06
2nd Supervisorial District	139,592	51,164	36.65	30,847	65.01	16,627	35.04	3,688	7.21
3rd Supervisorial District	152,820	66,860	43.75	44,230	71.50	17,582	28.42	4,962	7.42
4th Supervisorial District	172,835	80,775	46.74	50,129	66.90	24,786	33.08	5,799	7.18
5th Supervisorial District	199,453	101,532	50.91	80,359	85.28	13,804	14.65	7,267	7.16

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# Comparison of Votes: Measure B (2000), Measure B1 (2012), Measure B1 (2012) and Measure BB (2014)

	Ballots Cast						Turnout (%)					
	2000	2012	2014	% Change 2000 to 2012	% Change 2012 to 2014	% Change 2000 to 2014	2000	2012	2014	% Change 2000 to 2012	% Change 2012 to 2014	% Change 2000 to 2014
Alameda County	502,045	602,479	366,599	20.00%	-39.15%	-19.15%	74.91%	74.30%	45.04%	-0.81%	-39.38%	-40.19%
City of Alameda	29,402	34,697	22,498	18.01%	-35.16%	-17.15%	78.9%	78.08%	50.82%	-1.05%	-34.91%	-35.96%
Albany	7,677	8,545	6,130	11.31%	-28.26%	-16.96%	82.7%	79.51%	57.46%	-3.88%	-27.73%	-31.61%
Berkeley	54,684	60,559	40,301	10.74%	-33.45%	-22.71%	75.6%	73.68%	50.42%	-2.59%	-31.57%	-34.16%
Dublin	10,140	17,130	10,789	68.93%	-37.02%	31.92%	79.0%	74.98%	47.13%	-5.06%	-37.14%	-42.20%
Eden Township	45,506	51,538	28,379	13.26%	-44.94%	-31.68%	75.3%	73.18%	40.30%	-2.83%	-44.93%	-47.76%
Emeryville	2,799	4,511	2,524	61.16%	-44.05%	17.12%	78.7%	73.37%	44.54%	-6.78%	-39.30%	-46.08%
Fremont	61,463	71,676	40,548	16.62%	-43.43%	-26.81%	74.4%	71.43%	41.06%	-4.05%	-42.52%	-46.57%
Hayward	33,705	42,192	20,824	25.18%	-50.64%	-25.46%	72.0%	68.99%	33.26%	-4.16%	-51.79%	-55.95%
Livermore	29,718	37,013	22,783	24.55%	-38.45%	-13.90%	79.6%	75.99%	47.07%	-4.58%	-38.06%	-42.64%
Murray Township	1,134	1,145	799	0.97%	-30.22%	-29.25%	78.2%	77.16%	53.77%	-1.34%	-30.31%	-31.65%
Newark	12,334	14,473	8,033	17.34%	-44.50%	-27.15%	75.5%	71.46%	39.58%	-5.29%	-44.61%	-49.91%
Oakland	132,701	163,448	105,439	23.17%	-35.49%	-12.32%	71.4%	76.41%	47.69%	6.98%	-37.59%	-30.61%
Piedmont	6,402	7,041	4,948	9.98%	-29.73%	-19.74%	85.8%	82.73%	59.29%	-3.59%	-28.33%	-31.92%
Pleasanton	28,442	33,464	21,106	17.66%	-36.93%	-19.27%	81.5%	78.77%	50.88%	-3.41%	-35.40%	-38.81%
Pleasanton Township	1,034	1,176	795	13.73%	-32.40%	-18.66%	80.1%	80.88%	55.48%	0.98%	-31.40%	-30.42%
San Leandro	27,411	30,422	17,435	10.98%	-42.69%	-31.70%	74.5%	71.39%	41.02%	-4.19%	-42.54%	-46.72%
Union City	17,095	23,279	13,166	36.17%	-43.44%	-7.27%	73.3%	70.74%	39.21%	-3.44%	-44.57%	-48.01%
Washington Township	174	170	102	-2.30%	-40.00%	-42.30%	78.4%	80.57%	50.75%	2.79%	-37.01%	-34.22%
1st Sup Dist	112,900	110,664	66,268	-1.98%	-40.12%	-42.10%	77.68%	73.42%	44.38%	-5.48%	-39.55%	-45.03%
2nd Sup Dist	81,114	96,990	51,164	19.57%	-47.25%	-27.68%	73.16%	70.34%	36.65%	-3.85%	-47.90%	-51.75%
3rd Sup Dist	82,629	110,691	66,860	33.96%	-39.60%	-5.64%	73.06%	73.48%	43.75%	0.58%	-40.46%	-39.88%
4th Sup Dist	98,983	130,584	80,775	31.93%	-38.14%	-6.22%	73.92%	76.50%	46.74%	3.50%	-38.90%	-35.41%
5th Sup Dist	126,195	153,550	101,532	21.68%	-33.88%	-12.20%	75.71%	76.43%	50.91%	0.95%	-33.39%	-32.44%

Source: Alameda County Registrar of Voters, Statement of Vote

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# Comparison of Votes: Measure B (2000), Measure B1 (2012), Measure BB (2014)

	Yes										
	Votes Cast						% Cast				
	2000	2012	2014	% Change 2000 to 2012	% Change 2012 to 2014	% Change 2000 to 2014	2000	2012	2014	% Change 2000 to 2012	% Change 2012 to 2014
<b>Alameda County</b>	352,504	350,899	240,557	-0.46%	-31.45%	-31.90%	81.47	66.53	70.75	-18.33%	6.34%
<b>City of Alameda</b>	20,607	19,389	14,625	-5.91%	-24.57%	-30.48%	81.39	64.15	69.60	-21.18%	8.50%
<b>Albany</b>	5,607	5,561	4,833	-0.82%	-13.09%	-13.91%	85.38	74.23	83.66	-13.07%	12.71%
<b>Berkeley</b>	41,006	41,669	33,004	1.62%	-20.79%	-19.18%	89.34	80.82	88.09	-9.54%	9.00%
<b>Dublin</b>	6,999	8,254	6,057	17.93%	-26.62%	-8.69%	78.31	54.60	60.40	-30.28%	10.62%
<b>Eden Township</b>	21,776	27,290	16,602	25.32%	-39.16%	-13.84%	68.84	60.31	62.68	-12.38%	3.92%
<b>Emeryville</b>	2,057	3,042	1,922	47.89%	-36.82%	11.07%	86.18	77.46	82.52	-10.11%	6.53%
<b>Fremont</b>	43,124	37,387	22,769	-13.30%	-39.10%	-52.40%	80.15	59.87	61.06	-25.31%	1.99%
<b>Hayward</b>	22,660	25,835	13,168	14.01%	-49.03%	-35.02%	78.00	69.37	67.96	-11.06%	-2.03%
<b>Livermore</b>	19,974	15,703	10,752	-21.38%	-31.53%	-52.91%	75.15	47.93	49.95	-36.23%	4.22%
<b>Murray Township</b>	680	340	297	-50.00%	-12.65%	-62.65%	67.86	32.72	39.60	-51.78%	21.01%
<b>Newark</b>	8,361	7,655	4,729	-8.44%	-38.22%	-46.67%	77.83	60.82	64.08	-21.85%	5.36%
<b>Oakland</b>	96,667	109,836	79,134	13.62%	-27.95%	-14.33%	85.36	76.32	81.38	-10.59%	6.63%
<b>Piedmont</b>	4,807	4,090	3,446	-14.92%	-15.75%	-30.66%	86.19	65.89	75.54	-23.55%	14.64%
<b>Pleasanton</b>	19,803	14,155	10,653	-28.52%	-24.74%	-53.26%	78.83	47.57	54.03	-39.66%	13.59%
<b>Pleasanton Township</b>	712	441	331	-38.06%	-24.94%	-63.01%	78.33	41.53	46.55	-46.99%	12.10%
<b>San Leandro</b>	18,139	16,905	10,343	-6.80%	-38.82%	-45.62%	77.73	64.13	64.32	-17.50%	0.30%
<b>Union City</b>	11,488	13,310	7,852	15.86%	-41.01%	-25.15%	79.45	65.57	64.28	-17.47%	-1.96%
<b>Washington Township</b>	106	37	40	-65.09%	8.11%	-56.99%	69.28	25.52	46.51	-63.17%	82.27%
<b>1st Sup Dist</b>	78,010	53,037	34,992	-32.01%	-34.02%	-66.04%	78.21	54.54	56.85	-30.26%	4.24%
<b>2nd Sup Dist</b>	54,647	55,713	30,847	1.95%	-44.63%	-42.68%	78.29	65.60	65.01	-16.21%	-0.90%
<b>3rd Sup Dist</b>	56,691	65,849	44,230	16.15%	-32.83%	-16.68%	81.12	68.27	71.50	-15.84%	4.73%
<b>4th Sup Dist</b>	68,849	71,616	50,129	4.02%	-30.00%	-25.98%	80.01	62.07	66.90	-22.42%	7.78%
<b>5th Sup Dist</b>	94,307	104,684	80,359	11.00%	-23.24%	-12.23%	88.00	78.47	85.28	-10.83%	8.68%

Source: Alameda County Registrar of Voters, Statement of Vote

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# Comparison of Votes: Measure B (2000), Measure B1 (2012), Measure BB (2014)

	No										
	Votes Cast						% Cast				
	2000	2012	2014	% Change 2000 to 2012	% Change 2012 to 2014	% Change 2000 to 2014	2000	2012	2014	% Change 2000 to 2012	% Change 2012 to 2014
Alameda County	80,153	176,504	99,417	120.21%	-43.67%	120%	18.87	33.47	29.24	77.34%	-12.63%
City of Alameda	4,713	10,837	6,364	129.94%	-41.28%	129.94%	18.61	35.85	30.29	92.62%	-15.52%
Albany	960	1,931	946	101.15%	-51.01%	101.15%	14.62	25.77	16.38	76.31%	-36.45%
Berkeley	4,891	9,889	4,431	102.19%	-55.19%	102.19%	10.66	19.18	11.83	79.99%	-38.32%
Dublin	1,938	6,863	3,959	254.13%	-42.31%	254.13%	21.69	45.40	39.48	109.36%	-13.04%
Eden Township	9,858	17,957	9,858	82.16%	-45.10%	82.16%	31.16	39.69	37.22	27.35%	-6.22%
Emeryville	330	885	399	168.18%	-54.92%	168.18%	13.82	22.54	17.13	63.01%	-23.99%
Fremont	10,678	25,063	14,546	134.72%	-41.96%	134.72%	19.85	40.13	39.01	102.21%	-2.80%
Hayward	6,392	11,408	6,204	78.47%	-45.62%	78.47%	22.00	30.63	32.02	39.22%	4.53%
Livermore	6,605	17,062	10,819	158.32%	-36.59%	158.32%	24.85	52.07	50.26	109.55%	-3.48%
Murray Township	322	699	449	117.08%	-35.77%	117.08%	32.14	67.28	59.87	109.35%	-11.01%
Newark	2,382	4,931	2,667	107.01%	-45.91%	107.01%	22.17	39.18	36.14	76.70%	-7.76%
Oakland	16,584	34,084	18,044	105.52%	-47.06%	105.52%	14.64	23.68	18.56	61.73%	-21.63%
Piedmont	770	2,117	1,120	174.94%	-47.09%	174.94%	13.81	34.11	24.55	147.03%	-28.02%
Pleasanton	5,317	15,603	9,075	193.45%	-41.84%	193.45%	21.17	52.43	46.03	147.72%	-12.21%
Pleasanton Township	197	621	380	215.23%	-38.81%	215.23%	21.67	58.47	53.45	169.81%	-8.59%
San Leandro	5,197	9,456	5,735	81.95%	-39.35%	81.95%	22.27	35.87	35.67	61.07%	-0.56%
Union City	2,972	6,990	4,375	135.20%	-37.41%	135.20%	20.55	34.43	35.82	67.53%	4.03%
Washington Township	47	108	46	129.79%	-57.41%	129.79%	30.72	74.48	53.49	142.47%	-28.18%
1st Sup Dist	21,740	44,206	26,618	103.34%	-39.79%	103.34%	21.79	45.46	43.25	108.58%	-4.86%
2nd Sup Dist	15,150	29,216	16,627	92.84%	-43.09%	92.84%	21.71	34.40	35.04	58.48%	1.86%
3rd Sup Dist	13,198	30,601	17,582	131.86%	-42.54%	131.86%	18.88	31.73	28.42	68.02%	-10.43%
4th Sup Dist	17,201	43,763	24,786	154.42%	-43.36%	154.42%	19.99	37.93	33.08	89.75%	-12.79%
5th Sup Dist	12,864	28,718	13,804	123.24%	-51.93%	123.24%	12.00	21.53	14.65	79.37%	-31.96%

Source: Alameda County Registrar of Voters, Statement of Vote

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# Comparison of Votes: Measure B (2000), Measure B1 (2012), Measure BB (2014) and Measure BB (2014)

	Undervote										
	Votes Cast						% Cast				
	2000	2012	2014	% Change 2000 to 2012	% Change 2012 to 2014	% Change 2000 to 2014	2000	2012	2014	% Change 2000 to 2012	% Change 2012 to 2014
Alameda County	69,388	69,483	26,397	0.14%	-62.01%	-61.87%	15.36	11.53	7.20	-24.93%	-37.57%
City of Alameda	4,082	4,199	1,468	2.87%	-65.04%	-124.05%	13.88	12.10	6.53	-12.83%	-46.04%
Albany	1,110	951	351	-14.32%	-63.09%	-139.59%	14.46	11.13	5.73	-23.03%	-48.51%
Berkeley	8,787	7,939	2,820	-9.65%	-64.48%	-151.55%	16.07	13.11	7.00	-18.42%	-46.60%
Dublin	1,203	1,905	758	58.35%	-60.21%	-75.99%	11.86	11.12	7.03	-6.26%	-36.79%
Eden Township	13,872	5,932	1,874	-57.24%	-68.41%	-127.50%	30.48	11.51	6.60	-62.24%	-42.66%
Emeryville	412	542	194	31.55%	-64.21%	-158.30%	14.72	12.02	7.69	-18.37%	-36.00%
Fremont	7,661	8,712	3,237	13.72%	-62.84%	-81.78%	12.46	12.15	7.98	-2.48%	-34.35%
Hayward	4,653	4,680	1,441	0.58%	-69.21%	-117.75%	13.81	11.09	6.92	-19.65%	-37.61%
Livermore	3,139	4,035	1,242	28.54%	-69.22%	-109.30%	10.56	10.90	5.45	3.21%	-50.01%
Murray Township	132	97	49	-26.52%	-49.48%	-116.67%	11.64	8.47	6.13	-27.22%	-27.64%
Newark	1,591	1,795	648	12.82%	-63.90%	-127.08%	12.90	12.40	8.07	-3.85%	-34.93%
Oakland	19,450	17,756	8,157	-8.71%	-54.06%	-113.85%	14.66	10.86	7.74	-25.88%	-28.75%
Piedmont	825	772	383	-6.42%	-50.39%	-119.58%	12.89	10.96	7.74	-14.92%	-29.41%
Pleasanton	3,322	3,469	1,383	4.43%	-60.13%	-112.52%	11.68	10.37	6.55	-11.25%	-36.81%
Pleasanton Township	125	105	84	-16.00%	-20.00%	-91.71%	12.09	8.93	0.00	-26.14%	-100.00%
San Leandro	4,075	3,763	1,348	-7.66%	-64.18%	-107.83%	14.87	12.37	7.73	-16.80%	-37.51%
Union City	2,635	2,810	944	6.64%	-66.41%	-131.60%	15.41	12.07	7.17	-21.69%	-40.60%
Washington Township	21	21	16	0.00%	-23.81%	-83.57%	12.07	12.35	0.00	2.35%	-100.00%
1st Sup Dist	13,150	12,695	4,681	-3.46%	-63.13%	-66.59%	11.65	11.47	7.06	-1.52%	-38.45%
2nd Sup Dist	11,317	11,404	3,688	0.77%	-67.66%	-133.48%	13.95	11.76	7.21	-15.71%	-38.69%
3rd Sup Dist	12,740	13,220	4,962	3.77%	-62.47%	-125.59%	15.42	11.94	7.42	-22.56%	-37.86%
4th Sup Dist	12,933	14,136	5,799	9.30%	-58.98%	-108.37%	13.07	10.83	7.18	-17.11%	-33.70%
5th Sup Dist	19,024	18,028	7,267	-5.24%	-59.69%	-114.60%	15.08	11.74	7.16	-22.12%	-39.01%

Source: Alameda County Registrar of Voters, Statement of Vote

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# Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** January 5, 2015

**SUBJECT:** 2014 Transportation Expenditure Plan Draft Revenue and Commitment Projections

**RECOMMENDATION:** Receive an update on the 2014 Transportation Expenditure Plan Fund Projections

## Summary

On November 4, 2014, Measure BB was approved by 70.76% of voters, authorizing the extension of the existing transportation sales tax and augmenting it by a half percent to fund projects and programs included in the 2014 Transportation Expenditure Plan (2014 TEP). The 2014 TEP includes 46 commitments of sales tax funding to various programs, capital projects, and categories of capital projects or grants. The total amount for each of the commitments was established by one of two methods: a percentage of the sales tax revenue projections or a fixed dollar amount.

In July 2014, a baseline revenue projection was prepared to support the commitments of \$7.785 billion included in the 2014 TEP. The baseline projection was based on actual Measure B receipts for FY 12/13 and a straight line growth factor of 1.2% per year for the 30-year revenue collection period. With passage of Measure BB and the start of transaction and use tax revenue collections on April 1, 2015, an update to the revenue projection has been prepared and is included as Attachment A. The updated 30-year total revenue and 46 individual commitment projections are based on actual Measure B receipts for FY 13/14, with two years of growth at 2% per year and 1.2% per year for the remainder of the revenue collection period, which ends three-quarters of the year into FY 44/45 (March 31, 2045).

In summary, the updated 30-year revenue total is \$8.157 billion with Direct Local Distribution (DLD) funds accounting for \$4.368 billion (53.55%). Attachment B provides further details on the distribution of the DLD funds. The remaining \$3.789 billion (46.45%) will fund specifically named capital projects and other discretionary programs and projects in the 2014 TEP.

The commitments that are based on a percentage of revenues adjust with the revenue update, while the fixed dollar amount commitments remain fixed. It is important to keep in mind that sales tax revenues can fluctuate significantly from year to year, and projecting over a 30-year period is inherently difficult and imprecise. The use of a normalized, long-term growth rate is intended to account for fluctuations over the life of the Program. Annual

updates of the revenue projections will be included in the Alameda CTC Comprehensive Investment Plan (CIP).

**Fiscal Impact:** There is no fiscal impact.

### **Attachments**

- A. Draft 2014 TEP Revenue and Commitments Summary
- B. 2014 TEP Direct Local Distribution (Pass-Through) Commitments - Summary

### **Staff Contact**

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



# Draft 2014 TEP Revenue and Commitment Summary

Updated 12/17/14

Total 30-Year Net Revenue Available for Programs/Projects (\$ x 1,000) (Note 1) \$ 8,157,000

Commitment No.	Program/Project Name	TEP Dollar Amount (Note 2) (Esc \$ x 1,000)	TEP Percentage Share (Note 3) %	TEP Amount (Note 4) (Esc \$ x 1,000))
01	Transit: Operations, Maintenance and Safety Program - AC Transit		18.80%	1,533,516
02	Transit: Operations, Maintenance and Safety Program - ACE		1.00%	81,570
03	Transit: Operations, Maintenance and Safety Program - BART		0.50%	40,785
04	Transit: Operations, Maintenance and Safety Program - WETA		0.50%	40,785
05	Transit: Operations, Maintenance and Safety Program - LAVTA		0.50%	40,785
06	Transit: Operations, Maintenance and Safety Program - UC Transit		0.25%	20,393
07	Transit: Operations, Maintenance and Safety Program Innovative Grant Funds		2.24%	182,717
08	Affordable Student Transit Pass Programs	15,000		15,000
09	City-based and Locally Mandated Direct Allocations		3.00%	244,710
10	East Bay Paratransit Consortium - AC Transit		4.50%	367,065
11	East Bay Paratransit Consortium - BART		1.50%	122,355
12	Coordination and Service Grants		1.00%	81,570
13	Telegraph Ave/East 14th/International Blvd Project	10,000		10,000
14	Alameda to Fruitvale BART Rapid Bus	9,000		9,000

# Draft 2014 TEP Revenue and Commitment Summary

Updated 12/17/14

Total 30-Year Net Revenue Available for Programs/Projects (\$ x 1,000) (Note 1) \$ 8,157,000

Commitment No.	Program/Project Name	TEP Dollar Amount (Note 2) (Esc \$ x 1,000)	TEP Percentage Share (Note 3) %	TEP Amount (Note 4) (Esc \$ x 1,000))
15	Grand/MacArthur BRT	6,000		6,000
16	College/Broadway Corridor Transit Priority	10,000		10,000
17	Irvington BART Station	120,000		120,000
18	Bay Fair Connector/BART METRO	100,000		100,000
19	BART Station Modernization and Capacity Program	90,000		90,000
20	BART to Livermore Extension, Phase 1	400,000		400,000
21	Dumbarton Corridor Area Transportation Improvements	120,000		120,000
22	Union City Intermodal Station	75,000		75,000
23	Railroad Corridor Right of Way Preservation and Track Improvements	110,000		110,000
24	Oakland Broadway Corridor Transit	10,000		10,000
25	Capitol Corridor Service Expansion	40,000		40,000
26	Congestion Relief, Local Bridge Seismic Safety	639,000		639,000
27	Countywide Freight Corridors	161,000		161,000
28	Local Streets Maintenance and Safety Program		20.00%	1,631,400

# Draft 2014 TEP Revenue and Commitment Summary

Updated 12/17/14

Total 30-Year Net Revenue Available for Programs/Projects (\$ x 1,000) (Note 1) \$ 8,157,000

Commitment No.	Program/Project Name	TEP Dollar Amount (Note 2) (Esc \$ x 1,000)	TEP Percentage Share (Note 3) %	TEP Amount (Note 4) (Esc \$ x 1,000))
29	I-80 Gilman Street Interchange Improvements	24,000		24,000
30	I-80 Ashby Interchange Improvements	52,000		52,000
31	SR-84/I-680 Interchange and SR-84 Widening	122,000		122,000
32	SR-84 Expressway Widening (Pigeon Pass to Jack London)	10,000		10,000
33	I-580/I-680 Interchange Improvements	20,000		20,000
34	I-580 Local Interchange Improvement Program	28,000		28,000
35	I-680 HOT/HOV Lane from SR-237 to Alcosta	60,000		60,000
36	I-880 NB HOV/HOT Extension from A Street to Hegenberger	20,000		20,000
37	I-880 Broadway/Jackson Multimodal Transportation and Circulation Improvements	75,000		75,000
38	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	60,000		60,000
39	I-880 Industrial Parkway Interchange Improvements	44,000		44,000
40	I-880 Local Access and Safety Improvements	85,000		85,000
41	Freight and Economic Development Program		1.00%	81,570
42	Gap Closure on Three Major Trails	264,000		264,000

# Draft 2014 TEP Revenue and Commitment Summary

Updated 12/17/14

Total 30-Year Net Revenue Available for Programs/Projects (\$ x 1,000) (Note 1) \$ 8,157,000

Commitment No.	Program/Project Name	TEP Dollar Amount (Note 2) (Esc \$ x 1,000)	TEP Percentage Share (Note 3) %	TEP Amount (Note 4) (Esc \$ x 1,000))
43	Bicycle and Pedestrian Direct Allocations to Cities and County		3.00%	244,710
44	Bicycle and Pedestrian Grant Program		2.00%	163,140
45	Community Investments That Improve Transit Connections to Jobs and Schools		4.00%	326,280
46	Technology, Innovation & Development Program		1.00%	81,570
<b>Total 2014 TEP Commitments</b>		<b>2,779,000</b>	<b>64.79%</b>	<b>8,063,921</b>
<b>Notes:</b> <ol style="list-style-type: none"> <li>1. The net revenues available for Programs/Projects represents the revenue net of the BOE fees and 4% administration allowance.</li> <li>2. TEP Dollar Amounts shown are commitments of specific dollar amounts from the "Transportation Investments" section of the 2014 TEP.</li> <li>3. TEP Percentage Share amounts shown are commitments of a percentage of net revenues from the "Transportation Investments" section of the 2014 TEP.</li> <li>4. TEP Amounts shown are either the specific dollar amount committed in the 2014 TEP or the amount corresponding to a percentage of the net revenues available for Programs/Projects.</li> <li>5. Commitments 1-6, 9-11, 28, and 43 are Direct Local Distributions.</li> </ol>				

# 2014 TRANSPORTATION EXPENDITURE PLAN

## Direct Local Distribution (Pass-Through) Commitments - Summary

December 2014 Update

Total 30-Year Net Revenue Available for Programs/Projects

8,157,000,000

TEP Commitment No.	Commitment (from 2014 TEP)	TEP Commitment Percentage %	30-Year TEP Commitment Total (Note 1) (Esc \$)
01	Transit: Operations, Maintenance and Safety Program - AC Transit	18.80%	1,533,516,000
02	Transit: Operations, Maintenance and Safety Program -ACE	1.00%	81,570,000
03	Transit: Operations, Maintenance and Safety Program -BART	0.50%	40,785,000
04	Transit: Operations, Maintenance and Safety Program - WETA	0.50%	40,785,000
05	Transit: Operations, Maintenance and Safety Program -LAVTA	0.50%	40,785,000
06	Transit: Operations, Maintenance and Safety Program -UC Transit	0.25%	20,392,500
09	City-based and Locally Mandated Direct Allocations (Note 2)	3.00%	244,710,000
10	East Bay Paratransit Consortium - AC Transit	4.50%	367,065,000
11	East Bay Paratransit Consortium - BART	1.50%	122,355,000
28	Local Streets Maintenance and Safety Program (Note 2)	20.00%	1,631,400,000
43	Bicycle and Pedestrian Direct Allocations to Cities and County (Note 2)	3.00%	244,710,000
<b>Totals</b>		<b>53.55%</b>	<b>4,368,073,500</b>
<b>Notes:</b> <ol style="list-style-type: none"> <li>Commitment Total amounts shown are based on 30-year revenue forecast multiplied by the TEP Commitment Percentages shown. Amounts shown are for discussion purposes only and not intended for budgeting purposes.</li> <li>See detail sheet for breakdown by recipient agency.</li> </ol>			

## 2014 TRANSPORTATION EXPENDITURE PLAN

### Direct Allocation Distribution (Pass-Through) by Recipient Agency Commitment No. 09: City-based and Locally Mandated Direct Allocations

TEP Commitment No.	Commitment (from 2014 TEP)	Recipient Agency	TEP Commitment Percentage %	Sub- Commitment Percentage (Note 1) %	30-Year TEP Commitment Total (Note 2) (Esc \$)
09	City-based and Locally Mandated Direct Allocations		3.00%		244,710,000
		Alameda		6.17%	15,098,607
		Albany		1.08%	2,642,868
		Berkeley		7.52%	18,402,192
		Emeryville		0.57%	1,394,847
		Fremont		13.17%	32,228,307
		Hayward		18.61%	45,540,531
		LAVTA		6.61%	16,175,331
		Newark		2.67%	6,533,757
		Oakland		27.09%	66,291,939
		Pleasanton		4.49%	10,987,479
		San Leandro		7.46%	18,255,366
		Union City		4.56%	11,158,776

**Notes:**

1. Sub-Commitment Percentage values shown are percentages rounded to two decimal places. Actual percentages used for distributions may have more than two decimal places.
2. Commitment Total amounts shown are based on 30-year revenue forecast multiplied by the Sub-Commitment Percentages shown. Amounts shown are for discussion purposes only and not intended for budgeting purposes.

## 2014 TRANSPORTATION EXPENDITURE PLAN

### Direct Allocation Distribution (Pass-Through) by Recipient Agency Commitment No. 28: Local Streets Maintenance and Safety Program

TEP Commitment No.	Commitment (from 2014 TEP)	Recipient Agency	TEP Commitment Percentage %	Sub- Commitment Percentage (Note 1) %	30-Year TEP Commitment Total (Note 2) (Esc \$)
28	Local Streets Maintenance and Safety Program		20.00%		1,631,400,000
		Alameda		6.32%	103,104,480
		Albany		1.44%	23,492,160
		Berkeley		10.37%	169,176,180
		Dublin		1.41%	23,002,740
		Emeryville		1.01%	16,477,140
		Fremont		7.85%	128,064,900
		Hayward		7.91%	129,043,740
		Livermore		3.37%	54,978,180
		Newark		1.64%	26,754,960
		Oakland		38.60%	629,720,400
		Piedmont		1.47%	23,981,580
		Pleasanton		2.81%	45,842,340
		San Leandro		4.60%	75,044,400
		Union City		2.50%	40,785,000
		County of Alameda		8.70%	141,931,800
<b>Notes:</b>					
1.	Sub-Commitment Percentage values shown are percentages rounded to two decimal places. Actual percentages used for distributions may have more than two decimal places.				
2.	Commitment Total amounts shown are based on 30-year revenue forecast multiplied by the Sub-Commitment Percentages shown. Amounts shown are for discussion purposes only and not intended for budgeting purposes.				

## 2014 TRANSPORTATION EXPENDITURE PLAN

### Direct Allocation Distribution (Pass-Through) by Recipient Agency Commitment No. 43: Bicycle and Pedestrian Direct Allocations to Cities and County

TEP Commitment No.	Commitment (from 2014 TEP)	Recipient Agency	TEP Commitment Percentage %	Sub- Commitment Percentage (Note 1) %	30-Year TEP Commitment Total (Note 2) (Esc \$)
43	Bicycle and Pedestrian Direct Allocations to Cities and County		3.00%		244,710,000
		Alameda		4.85%	11,868,435
		Albany		1.19%	2,912,049
		Berkeley		7.47%	18,279,837
		Dublin		3.22%	7,879,662
		Emeryville		0.66%	1,615,086
		Fremont		14.20%	34,748,820
		Hayward		9.61%	23,516,631
		Livermore		5.38%	13,165,398
		Newark		2.80%	6,851,880
		Oakland		25.78%	63,086,238
		Piedmont		0.70%	1,712,970
		Pleasanton		4.64%	11,354,544
		San Leandro		5.60%	13,703,760
		Union City		4.61%	11,281,131
		County of Alameda		9.29%	22,733,559

**Notes:**

1. Sub-Commitment Percentage values shown are percentages rounded to two decimal places. Actual percentages used for distributions may have more than two decimal places.
2. Commitment Total amounts shown are based on 30-year revenue forecast multiplied by the Sub-Commitment Percentages shown. Amounts shown are for discussion purposes only and not intended for budgeting purposes.





# Memorandum

4.3

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• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** January 5, 2014

**SUBJECT:** Alameda CTC's Comprehensive Investment Plan Update and Draft Project Selection Criteria

**RECOMMENDATION:** Approve Alameda CTC's Comprehensive Investment Plan Draft Project Selection Criteria

## Summary

In March 2013, Alameda CTC adopted a Strategic Planning and Programming Policy to consolidate existing planning and programming processes to improve the efficiency and effectiveness of future policy decisions on transportation investments in Alameda County. This policy will result in the integration of existing planning and programming practices performed by Alameda CTC into a single streamlined strategic planning and programming document that identifies short and long-term transportation solutions that meet the vision and goals established in the Countywide Transportation Plan (CTP). The vehicle document to implement this policy is the Comprehensive Investment Plan (CIP), which translates long-range plans into short-range implementation by establishing a list of short-range (5-year period) priority transportation improvements to enhance and maintain Alameda County's transportation system. The CIP will include all funding sources under the purview of Alameda CTC decision-making authority, including voter approved funding (2000 Measure B, 2014 Measure BB [approved by voters on November 4, 2014], and the 2010 Vehicle Registration Fee), as well as regional, state and federal funds. The CIP will serve as Alameda CTC's programming document as well as its strategic plan; revenues will be updated on an annual basis and enrollment of new projects and programs will occur every two years.

Since fall 2014, staff has brought policy recommendations to the Commission to define the policies and processes for development of the first Alameda CTC CIP. The first CIP is expected to be approved concurrent with the Fiscal Year 2015/16 budget and will include funding levels for direct local distribution funds, 2000 Measure B capital projects, 2014 Measure BB capital projects that demonstrate readiness for funding by specific phases (as approved by the Commission in December 2014), and both 2000 and 2014 discretionary programs, as applicable.

In October 2014, the Commission adopted the CIP's policy principles, development process and five-year programming fund estimate of just over \$1.5 billion for projects and programs (Attachment A). This programming fund estimate includes approximately \$737 million in Direct Local Distributions to the cities, transit agencies, and the county (Attachment B), and

\$487 million for Capital Projects from the 2000 Measure B, the 2014 Transportation Expenditure Plan, and the Vehicle Registration Fee Programs.

In December 2014, the Commission approved the CIP's Project Selection Methodology that guides the process for Alameda CTC's programming and allocation recommendations over the five-year period (Attachment C). The selection methodology includes a three phase approach of 1) Project/Program Identification and Screening 2) Project and Program Evaluation, and 3) Countywide Prioritization Assessment.

This memorandum discusses the CIP's Project Selection Criteria to guide programming and allocation decisions for funds administered by Alameda CTC. As a programming document, the CIP will identify anticipated transportation funding over a five-year period, and strategically match these funding sources to targeted transportation priorities. Additionally, the CIP will consist of a two-year allocation plan that will be consistent with the Alameda CTC's budget.

For the first CIP, staff recommends a conservative approach to funding projects and programs in recognition of the fact that there are many policies the Commission will be addressing over the coming year that will guide implementation of the 2014 Transportation Expenditure Plan (2014 Plan) funded by Measure BB. The next update to the CIP (CIP 2.0) will be in 2016 and is expected to include more robust criteria and a larger set of projects and programs, and will incorporate policy actions taken by the Commission as part of the 2014 Plan implementation.

The 2016 CIP will be developed in conjunction with the update to the long-range countywide transportation plan, which is expected to commence in spring 2015, and will include a request for projects and programs in summer 2015. This will allow local jurisdictions and transit operators to fully develop costs, scopes, and funding plans for proposed projects and programs. The update to the CIP will also include development of performance measures and additional criteria for project and program selection, as well as a robust analysis of how geographic equity could be implemented in Alameda County related to CIP funding. Criteria presented in this memo are focused on project readiness to move projects, programs and plans into specific phases of development to begin a steady pipeline of project delivery in Alameda County.

## **Discussion**

The following describes Alameda CTC's first CIP, revenue assumptions over the CIP's five year horizon, project selection methodology (approved in December 2014), and recommends draft project selection criteria.

**Alameda CTC's First CIP:** Alameda CTC's CIP integrates existing planning and programming practices performed by the agency into a streamlined planning and programming effort, where feasible and appropriate. The CIP is a programming document that strategically invests public funds under Alameda CTC's purview over a five-year period. The first CIP will

include a period from fiscal year 2015/16 through 2019/20. It replaces multiple planning and programming efforts, at both the local and countywide level, to create a comprehensive near-term transportation planning and programming tool that local agencies and Alameda CTC can use to direct staffing and financial resources.

Additionally, a two-year allocation plan will be developed to allocate funds to project sponsors during the first-two years of the CIP. The allocation plan will tie directly into Alameda CTC's annual budgetary process to facilitate cash-flow distributions and financing strategies. The two-year allocation plan will also provide project sponsors with a definitive funding schedule to assist them in preparing their local capital program budgets. The first Alameda CTC CIP is scheduled to be approved in conjunction with the FY2015-2016 Alameda CTC budget.

**Revenue:** Over the first five-year CIP, Alameda CTC will be responsible for over \$1.5 billion for capital projects and programs investments, which includes Measure B/Vehicle Registration Fee Direct Local Distributions, allocations to 2000 Measure B Capital Projects, 2014 Transportation Expenditure Plan (TEP) allocations, and other discretionary fund sources. The first CIP programming fund estimate includes approximately:

- \$738 million in Direct Local Distributions to the cities, transit agencies, and the county from 2000 Measure B, 2010 VRF and 2014 Measure BB;
- \$487 million specifically for capital projects from the 2000 Measure B and the 2014 Plan; and
- \$275 million from regional, state and federal funds for projects and programs.

Currently, the current 2000 Measure B and 2014 Plan capital project revenues are based on a ½-cent sales tax each through March 31, 2022; thereafter through March 31, 2045, a full 1 cent sales tax will be applied to projects and programs in the 2014 Plan. With the limited funding projected in the first CIP for capital projects, the project evaluation process will examine the immediate readiness and needs of named capital projects from the expenditure plans by project development phases to determine funding priorities. Discretionary projects and programs will be evaluated separately from the named capital projects using criteria approved by the Commission. Below are recommended criteria for the first CIP.

There are three funding categories in the CIP associated with funding projects, programs and plans, including,

1. Direct Local Distribution funds (formerly known as pass-through funds, these include local streets and roads, bicycle and pedestrian, paratransit and transit operations/maintenance funds) which are directly allocated to local jurisdictions and transit operators and are referred to as "program" funds. Alameda CTC will directly pass these funds to the local jurisdictions and transit operators per contract agreement requirements and will not apply criteria discussed in this memo to these funds,

2. Capital project funds (for specifically named projects in voter approved expenditure plans) which include a specific project sponsor that is responsible for delivering the project and which will be evaluated for funding based upon project readiness criteria, and
3. Discretionary funds (funds that do not have specifically named projects such as Congestion Relief, Local Bridge and Seismic Safety funds, Freight and Economic Development, Community Development Investments, etc.). Alameda CTC will develop and use specific project selection criteria to define which projects, programs or plans will be funded from discretionary sources.

Alameda CTC's programming capacity is limited to the available programming revenue during a given five-year CIP cycle to establish a fiscally constrained plan. Projects and programs outside the Alameda CTC's programming availability will be considered for inclusion in future CIP updates. It is important to note agency sponsors may use Direct Local Distributions (DLD) to initiate and prepare capital improvements projects for future CIP allocations, where feasible, in addition to using DLD funds to support annual local transportation programs, maintenance operations, and transit services.

**Selection Methodology:** In order to strategically program funds countywide, Alameda CTC will evaluate eligible projects and programs using traditional programming criteria used in prior discretionary cycles. The project selection methodology includes a three phase approach:

1. Project/Program Identification and Screening  
Identifies eligible projects from transportation plans (Countywide Transportation Plan, modal plans, and transportation expenditure plans), and screens each project into categories and funding eligibilities.
2. Project and Program Evaluation  
Provides a project level examination of improvements for full funding plans, a realistic schedule, and benefits to the county. Alameda CTC will prioritize projects relative to each other in defined categories types that were adopted by the Commission in December 2014 and which are shown in Attachment D.
3. Countywide Prioritization Assessment  
The final step in the project selection process will examine the top tiers of each category from the Phase 2 scoring to strategically program the available CIP funds to achieve countywide goals and priorities.

**Draft CIP Project and Program Selection Criteria:** The Project and Programs evaluation (Phase 2) examines projects and programs for their ability to deliver beneficial improvements to the county within the funding constraints of the five-year CIP. The project selection criteria for this funding cycle will include traditional criteria that have been used in past funding

cycles, with an emphasis on readiness, as noted below, as well in consideration of programming requirements mandated by particular funding sources.

In the first CIP, Alameda CTC will use project and program information from the 2012 CTP for the evaluation. Alameda CTC will work with agency sponsors to verify project information, funding plans, and schedules prior to a final CIP recommendation. Subsequent biennial CIP updates will be synchronized with the update to the long-range transportation plan. As a result, future project selection criteria may contain additional specific criteria based on the development of Alameda CTC's 2016 CTP.

The recommendation for the first CIP project selection criteria is as follows:

<b>A. Readiness Delivery Criteria Overview: The project has a well-defined funding plan, budget and schedule; implementation of the project phase is feasible; governing body approval and community support are demonstrated; and the agency has the ability to coordinate among internal and external agencies, as applicable.</b>		
<b>Index</b>	<b>Criteria</b>	<b>Proposed Weight</b>
1.	Project Development Status <i>(not initiated, underway, complete)</i> <ul style="list-style-type: none"> <li>• Status of planning and scoping documents</li> <li>• Status of environmental phase and clearances</li> <li>• Status of preliminary engineering &amp; design phase</li> <li>• Status of right-of-way acquisitions</li> </ul>	50
2.	Detailed Scope, Schedule, and Funding Plan <ul style="list-style-type: none"> <li>• Defined project scope</li> <li>• Defined schedule and budget</li> <li>• Identified funding need to continue project development</li> </ul>	
3.	Implementation Issues <ul style="list-style-type: none"> <li>• Identified implementation issue(s) resolved or mitigated</li> <li>• Local community and governing body support</li> <li>• Coordination with partners</li> </ul>	
<b>Subtotal</b>		<b>50</b>

<b>B. Needs and Benefits Criteria Overview: The project need is clearly defined and demonstrates how the transportation improvement will benefit intended users by increasing connectivity, improving access, supporting well maintained transportation facilities/equipment (as applicable); promotes innovation and a multi-modal system; improves safety and supports a clean environment and strong economy.</b>		
<b>Index</b>	<b>Criteria</b>	<b>Proposed Weight</b>
1.	Connectivity/Gap Closures <ul style="list-style-type: none"> <li>• Expands the transportation system, network, or service</li> <li>• Enhances intermodal and multi-jurisdictional connectivity</li> <li>• Complements existing services (not duplicative)</li> </ul>	35
2.	Access Improvements <ul style="list-style-type: none"> <li>• Increases access to activity centers, central business districts, and employment centers</li> </ul>	

	<ul style="list-style-type: none"> <li>Serves transit dependent populations, communities of concerns, or vulnerable populations.</li> <li>Improves transportation routes to schools</li> <li>Serves a known or realistic level of demand in the community for transit services</li> </ul>	
3.	<b>State of Good Repair</b> <ul style="list-style-type: none"> <li>Corrects a deteriorating condition/aging infrastructure</li> <li>Addresses past deferred maintenance</li> <li>Replaces capital assets that have exceeded their useful life</li> </ul>	
4.	<b>Technology and Innovation</b> <ul style="list-style-type: none"> <li>Promotes innovative (non-traditional) elements for services</li> <li>Promotes vehicle technology or ITS coordination</li> <li>Incorporates innovative design treatments to transportation projects</li> </ul>	
5.	<b>Multimodal Benefits</b> <ul style="list-style-type: none"> <li>Identifies benefits to transit, bike, pedestrian, rail and goods movements</li> <li>Support multimodal transportation through coordination of improvements</li> </ul>	
6.	<b>Environmental Benefits</b> <ul style="list-style-type: none"> <li>Promotes modal shifts that encourages less dependency on motorized transportation</li> <li>Supports transit and/or transit access improvements</li> <li>Supports housing and/or jobs adjacent to transit</li> </ul>	
7.	<b>Safety &amp; Security</b> <ul style="list-style-type: none"> <li>Identifies safety concerns</li> <li>Increases public safety through a reduction of risk of accidents for vehicles, bicycles, and/or pedestrians</li> <li>Identifies known safety issues with a proven countermeasure to address the conflicts</li> </ul>	
8.	<b>Economic Growth</b> <ul style="list-style-type: none"> <li>Promotes job growth</li> <li>Increases in economic growth as a result of improvements to freight corridors investments</li> </ul>	
<b>Subtotal</b>		<b>35</b>

<b>C. Project/Program Sustainability Criteria Overview: Project demonstrates the ability to be maintained beyond project completion.</b>		
<b>Index</b>	<b>Criteria</b>	<b>Proposed Weight</b>
1	<b>Sustainability (Ownership / Lifecycle / Maintenance)</b> <ul style="list-style-type: none"> <li>Identifies funding sources and responsible agency for maintain the transportation project</li> <li>Transportation project is identified in a long-term development plan</li> </ul>	5
<b>Subtotal</b>		<b>5</b>



<b>D. Matching and Leveraging Funds Criteria Overview: The project has secured funding from other sources or demonstrates how it will leverage other funds for use on the project.</b>		
<b>Index</b>	<b>Criteria</b>	<b>Proposed Weight</b>
1	Matching Funds <ul style="list-style-type: none"> <li>Commits other identified funds as project matching to the funds requested</li> </ul>	5
<b>Subtotal</b>		<b>5</b>

<b>E. Other Funding Features: As applicable, the project incorporates complete streets and other requirements mandated by other funding sources/programs.</b>		
<b>Index</b>	<b>Criteria</b>	<b>Proposed Weight</b>
1	Complete Streets <ul style="list-style-type: none"> <li>Incorporates complete street design elements in proposed improvements</li> <li>Defined benefits to multi-modes from the improvement</li> </ul>	5
2.	Other Funding Criteria <ul style="list-style-type: none"> <li>Includes required funding criteria mandated by funding sources/programs, as applicable</li> </ul>	
<b>Subtotal</b>		<b>5</b>
<b>Criteria A-E Total</b>		<b>100</b>

Based on the scoring assessment, projects and programs will be evaluated and arranged into three tiers within their respective categories (high, medium and low priority). This sorted list will then move into the third phase of evaluation, where Alameda CTC will examine strategic programming to implement projects to identify financial strategies, geographic and modal equity, and synergies (co-benefits) between proposed improvements.

### Next Steps

Over the next two months, the Alameda CTC will finalize the selection criteria, and will begin the evaluation process. A draft recommendation will be brought to the Commission in March. The schedule below describes the upcoming actions for the CIP's development.

<b>Month</b>	<b>No.</b>	<b>Task</b>
<b>January 2015</b>	1.	Approve DRAFT Selection Criteria
<b>February 2015</b>	2.	Approve FINAL Selection Criteria
<b>March 2015</b>	3.	Approve DRAFT Project/Programs Inventory Recommendations
<b>April 2015</b>	4.	Approve DRAFT CIP Document including prioritization recommendations and two-year allocation plan
<b>May 2015</b>	5.	Approve FINAL CIP Document including prioritization recommendations and two-year allocation plan

**Fiscal Impact:** There is no fiscal impact.

**Attachments**

- A. CIP Five-Year Programming Estimate
- B. CIP Direct Local Distribution Five-Year Projection
- C. CIP Development Process Overview
- D. CIP Categories

**Staff Contact**

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



## Comprehensive Investment Plan Summary Annual Programming Revenue

**Table 1 Summary:**

The Alameda CTC is responsible for approximately \$304 million in funding annually for capital projects and programs. Over the five-year Comprehensive Investment Plan (FY 15/16 through FY 19/20), this amounts to approximately \$1.5 billion. The Annual Revenue Projections are based on prior year's revenue distributions and assumptions.

FUNDING SOURCES	Fiscal Year					TOTAL
	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	
<b>FEDERAL</b>						
Federal Safe Route to School (SRTS)	\$ 1,575,000	\$ 1,575,000	\$ 1,575,000	\$ 1,575,000	\$ 1,575,000	\$ 7,875,000
STP/CMAQ (inc TE Program)	\$ 13,500,000	\$ 13,500,000	\$ 13,500,000	\$ 13,500,000	\$ 13,500,000	\$ 67,500,000
<b>Subtotal Federal</b>	<b>\$ 15,075,000</b>	<b>\$ 15,075,000</b>	<b>\$ 15,075,000</b>	<b>\$ 15,075,000</b>	<b>\$ 15,075,000</b>	<b>\$ 75,375,000</b>
<b>STATE</b>						
State Transportation Improvement Program (STIP)	\$ 14,750,000	\$ 14,750,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 74,500,000
<b>Subtotal State</b>	<b>\$ 14,750,000</b>	<b>\$ 14,750,000</b>	<b>\$ 15,000,000</b>	<b>\$ 15,000,000</b>	<b>\$ 15,000,000</b>	<b>\$ 74,500,000</b>
<b>LOCAL/REGIONAL</b>						
Transportation Fund for Clean Air (TFCA)	\$ 1,710,000	\$ 1,710,000	\$ 1,710,000	\$ 1,710,000	\$ 1,710,000	\$ 8,550,000
Lifeline Transportation Program	\$ 3,050,000	\$ 3,050,000	\$ 3,050,000	\$ 3,050,000	\$ 3,050,000	\$ 15,250,000
<b>NET 2000 MB REVENUE</b>	<b>\$ 124,390,000</b>	<b>\$ 125,890,000</b>	<b>\$ 127,390,000</b>	<b>\$ 128,920,000</b>	<b>\$ 130,470,000</b>	<b>\$ 637,050,000</b>
MB Programs (59.9% of Net)	\$ 73,750,000	\$ 74,640,000	\$ 75,530,000	\$ 76,440,000	\$ 77,360,000	\$ 377,710,000
MB Capital Projects (40.1% of Net)	\$ 50,638,360	\$ 51,246,020	\$ 51,860,972	\$ 52,483,304	\$ 53,113,103	\$ 259,340,000
<b>NET 2014 TEP REVENUE</b>	<b>\$ 126,940,000</b>	<b>\$ 128,460,000</b>	<b>\$ 130,010,000</b>	<b>\$ 131,570,000</b>	<b>\$ 133,150,000</b>	<b>\$ 650,120,000</b>
TEP Programs (64.98% of Net)	\$ 82,490,000	\$ 83,480,000	\$ 84,480,000	\$ 85,490,000	\$ 86,520,000	\$ 422,450,000
TEP Capital Projects (35.02% of Net)	\$ 44,450,000	\$ 44,990,000	\$ 45,530,000	\$ 46,070,000	\$ 46,630,000	\$ 227,670,000
<b>NET VRF REVENUE</b>	<b>\$ 11,400,000</b>	<b>\$ 11,400,000</b>	<b>\$ 11,400,000</b>	<b>\$ 11,400,000</b>	<b>\$ 11,400,000</b>	<b>\$ 57,000,000</b>
VRF Local Road Direct Local Program Dist. (60%)	\$ 6,840,000	\$ 6,840,000	\$ 6,840,000	\$ 6,840,000	\$ 6,840,000	\$ 34,200,000
VRF Corridor Operations (Local Transportation Technology (10%))	\$ 1,140,000	\$ 1,140,000	\$ 1,140,000	\$ 1,140,000	\$ 1,140,000	\$ 5,700,000
VRF Discretionary Programs (30%)	\$ 3,420,000	\$ 3,420,000	\$ 3,420,000	\$ 3,420,000	\$ 3,420,000	\$ 17,100,000
<b>Subtotal Local/Regional</b>	<b>\$ 269,381,550</b>	<b>\$ 272,420,208</b>	<b>\$ 275,495,331</b>	<b>\$ 278,607,355</b>	<b>\$ 281,756,723</b>	<b>\$ 1,377,661,168</b>
<b>TOTAL</b>	<b>\$ 297,315,000</b>	<b>\$ 300,335,000</b>	<b>\$ 303,635,000</b>	<b>\$ 306,725,000</b>	<b>\$ 309,855,000</b>	<b>\$ 1,517,845,000</b>

Note:

1. The Measure B, 2014 TEP, and VRF net revenues do not include general administrative, core functions and/or program management fees reserved for Alameda CTC functions.
2. Figures may vary due to rounding.

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**Direct Local Distributions**  
**Estimated Annual Programming Revenue**  
**Fiscal Year 15/16 to FY 19/20**

	Prior Balance	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	5-YR TOTAL
<b>ALAMEDA COUNTY</b>							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 920,000	\$ 2,712,000	\$ 2,745,000	\$ 2,777,000	\$ 2,811,000	\$ 2,845,000	\$ 13,890,000
Bike/Pedestrian	\$ 30,000	\$ 429,000	\$ 434,000	\$ 439,000	\$ 444,000	\$ 450,000	\$ 2,196,000
<b>Subtotal</b>	<b>\$ 950,000</b>	<b>\$ 3,141,000</b>	<b>\$ 3,179,000</b>	<b>\$ 3,216,000</b>	<b>\$ 3,255,000</b>	<b>\$ 3,295,000</b>	<b>\$ 16,086,000</b>
<u>2014 TEP Programs</u>							
Local Streets and Roads	\$ -	\$ 2,208,000	\$ 2,235,000	\$ 2,262,000	\$ 2,289,000	\$ 2,316,000	\$ 11,310,000
Bike/Pedestrian	\$ -	\$ 354,000	\$ 358,000	\$ 362,000	\$ 367,000	\$ 371,000	\$ 1,812,000
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 2,562,000</b>	<b>\$ 2,593,000</b>	<b>\$ 2,624,000</b>	<b>\$ 2,656,000</b>	<b>\$ 2,687,000</b>	<b>\$ 13,122,000</b>
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ -	\$ 676,000	\$ 676,000	\$ 676,000	\$ 676,000	\$ 676,000	\$ 3,380,000
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 676,000</b>	<b>\$ 676,000</b>	<b>\$ 676,000</b>	<b>\$ 676,000</b>	<b>\$ 676,000</b>	<b>\$ 3,380,000</b>
<b>Total All Programs</b>	<b>\$ 950,000</b>	<b>\$ 6,379,000</b>	<b>\$ 6,448,000</b>	<b>\$ 6,516,000</b>	<b>\$ 6,587,000</b>	<b>\$ 6,658,000</b>	<b>\$ 32,588,000</b>
<b>ALAMEDA</b>							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 1,734,000	\$ 1,687,000	\$ 1,708,000	\$ 1,728,000	\$ 1,749,000	\$ 1,770,000	\$ 8,642,000
Bike/Pedestrian	\$ 52,000	\$ 224,000	\$ 227,000	\$ 229,000	\$ 232,000	\$ 235,000	\$ 1,147,000
Paratransit	\$ -	\$ 171,000	\$ 173,000	\$ 175,000	\$ 178,000	\$ 180,000	\$ 877,000
<b>Subtotal</b>	<b>\$ 1,786,000</b>	<b>\$ 2,082,000</b>	<b>\$ 2,108,000</b>	<b>\$ 2,132,000</b>	<b>\$ 2,159,000</b>	<b>\$ 2,185,000</b>	<b>\$ 10,666,000</b>
<u>2014 TEP Programs</u>							
Local Streets and Roads	\$ -	\$ 1,604,000	\$ 1,623,000	\$ 1,643,000	\$ 1,663,000	\$ 1,682,000	\$ 8,215,000
Bike/Pedestrian	\$ -	\$ 185,000	\$ 187,000	\$ 189,000	\$ 191,000	\$ 194,000	\$ 946,000
Paratransit	\$ -	\$ 235,000	\$ 238,000	\$ 241,000	\$ 243,000	\$ 246,000	\$ 1,203,000
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 2,024,000</b>	<b>\$ 2,048,000</b>	<b>\$ 2,073,000</b>	<b>\$ 2,097,000</b>	<b>\$ 2,122,000</b>	<b>\$ 10,364,000</b>
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ 940,000	\$ 308,000	\$ 308,000	\$ 308,000	\$ 308,000	\$ 308,000	\$ 1,540,000
<b>Subtotal</b>	<b>\$ 940,000</b>	<b>\$ 308,000</b>	<b>\$ 308,000</b>	<b>\$ 308,000</b>	<b>\$ 308,000</b>	<b>\$ 308,000</b>	<b>\$ 1,540,000</b>
<b>Total All Programs</b>	<b>\$ 2,726,000</b>	<b>\$ 4,414,000</b>	<b>\$ 4,464,000</b>	<b>\$ 4,513,000</b>	<b>\$ 4,564,000</b>	<b>\$ 4,615,000</b>	<b>\$ 22,570,000</b>
<b>ALBANY</b>							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ -	\$ 384,000	\$ 389,000	\$ 394,000	\$ 398,000	\$ 403,000	\$ 1,968,000
Bike/Pedestrian	\$ 6,774,000	\$ 55,000	\$ 56,000	\$ 56,000	\$ 57,000	\$ 58,000	\$ 282,000
Paratransit	\$ -	\$ 34,000	\$ 35,000	\$ 35,000	\$ 36,000	\$ 36,000	\$ 176,000
<b>Subtotal</b>	<b>\$ 6,774,000</b>	<b>\$ 473,000</b>	<b>\$ 480,000</b>	<b>\$ 485,000</b>	<b>\$ 491,000</b>	<b>\$ 497,000</b>	<b>\$ 2,426,000</b>
<u>2014 TEP Programs</u>							
Local Streets and Roads	\$ -	\$ 365,000	\$ 370,000	\$ 374,000	\$ 379,000	\$ 383,000	\$ 1,871,000
Bike/Pedestrian	\$ -	\$ 45,000	\$ 46,000	\$ 46,000	\$ 47,000	\$ 48,000	\$ 232,000
Paratransit	\$ -	\$ 41,000	\$ 42,000	\$ 42,000	\$ 43,000	\$ 43,000	\$ 211,000
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 451,000</b>	<b>\$ 458,000</b>	<b>\$ 462,000</b>	<b>\$ 469,000</b>	<b>\$ 474,000</b>	<b>\$ 2,314,000</b>
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ -	\$ 76,000	\$ 76,000	\$ 76,000	\$ 76,000	\$ 76,000	\$ 378,000
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 76,000</b>	<b>\$ 76,000</b>	<b>\$ 76,000</b>	<b>\$ 76,000</b>	<b>\$ 76,000</b>	<b>\$ 378,000</b>
<b>Total All Programs</b>	<b>\$ 6,774,000</b>	<b>\$ 1,000,000</b>	<b>\$ 1,014,000</b>	<b>\$ 1,023,000</b>	<b>\$ 1,036,000</b>	<b>\$ 1,047,000</b>	<b>\$ 5,118,000</b>

**Direct Local Distributions**  
**Estimated Annual Programming Revenue**  
**Fiscal Year 15/16 to FY 19/20**

	Prior Balance	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	5-YR TOTAL
<b>BERKELEY</b>							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 390,000	\$ 2,769,000	\$ 2,802,000	\$ 2,836,000	\$ 2,870,000	\$ 2,905,000	\$ 14,182,000
Bike/Pedestrian	\$ 322,000	\$ 345,000	\$ 349,000	\$ 353,000	\$ 358,000	\$ 362,000	\$ 1,767,000
Paratransit	\$ 25,000	\$ 278,000	\$ 281,000	\$ 285,000	\$ 288,000	\$ 292,000	\$ 1,424,000
<b>Subtotal</b>	<b>\$ 737,000</b>	<b>\$ 3,392,000</b>	<b>\$ 3,432,000</b>	<b>\$ 3,474,000</b>	<b>\$ 3,516,000</b>	<b>\$ 3,559,000</b>	<b>\$ 17,373,000</b>
<u>2014 TEP Programs</u>							
Local Streets and Roads	\$ -	\$ 2,633,000	\$ 2,664,000	\$ 2,696,000	\$ 2,728,000	\$ 2,761,000	\$ 13,482,000
Bike/Pedestrian	\$ -	\$ 285,000	\$ 288,000	\$ 291,000	\$ 295,000	\$ 298,000	\$ 1,457,000
Paratransit	\$ -	\$ 286,000	\$ 290,000	\$ 293,000	\$ 297,000	\$ 300,000	\$ 1,466,000
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 3,204,000</b>	<b>\$ 3,242,000</b>	<b>\$ 3,280,000</b>	<b>\$ 3,320,000</b>	<b>\$ 3,359,000</b>	<b>\$ 16,405,000</b>
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ 519,000	\$ 475,000	\$ 475,000	\$ 475,000	\$ 475,000	\$ 475,000	\$ 2,373,000
<b>Subtotal</b>	<b>\$ 519,000</b>	<b>\$ 475,000</b>	<b>\$ 475,000</b>	<b>\$ 475,000</b>	<b>\$ 475,000</b>	<b>\$ 475,000</b>	<b>\$ 2,373,000</b>
<b>Total All Programs</b>	<b>\$ 1,256,000</b>	<b>\$ 7,071,000</b>	<b>\$ 7,149,000</b>	<b>\$ 7,229,000</b>	<b>\$ 7,311,000</b>	<b>\$ 7,393,000</b>	<b>\$ 36,151,000</b>
<b>DUBLIN</b>							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 90,000	\$ 396,000	\$ 400,000	\$ 405,000	\$ 410,000	\$ 415,000	\$ 2,026,000
Bike/Pedestrian	\$ 5,000	\$ 149,000	\$ 151,000	\$ 152,000	\$ 154,000	\$ 156,000	\$ 762,000
<b>Subtotal</b>	<b>\$ 95,000</b>	<b>\$ 545,000</b>	<b>\$ 551,000</b>	<b>\$ 557,000</b>	<b>\$ 564,000</b>	<b>\$ 571,000</b>	<b>\$ 2,788,000</b>
<u>2014 TEP Programs</u>							
Local Streets and Roads	\$ -	\$ 359,000	\$ 363,000	\$ 368,000	\$ 372,000	\$ 376,000	\$ 1,838,000
Bike/Pedestrian	\$ -	\$ 123,000	\$ 124,000	\$ 126,000	\$ 127,000	\$ 129,000	\$ 629,000
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 482,000</b>	<b>\$ 487,000</b>	<b>\$ 494,000</b>	<b>\$ 499,000</b>	<b>\$ 505,000</b>	<b>\$ 2,467,000</b>
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ 21,000	\$ 235,000	\$ 235,000	\$ 235,000	\$ 235,000	\$ 235,000	\$ 1,175,000
<b>Subtotal</b>	<b>\$ 21,000</b>	<b>\$ 235,000</b>	<b>\$ 235,000</b>	<b>\$ 235,000</b>	<b>\$ 235,000</b>	<b>\$ 235,000</b>	<b>\$ 1,175,000</b>
<b>Total All Programs</b>	<b>\$ 116,000</b>	<b>\$ 1,262,000</b>	<b>\$ 1,273,000</b>	<b>\$ 1,286,000</b>	<b>\$ 1,298,000</b>	<b>\$ 1,311,000</b>	<b>\$ 6,430,000</b>
<b>EMERYVILLE</b>							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ -	\$ 271,000	\$ 274,000	\$ 277,000	\$ 280,000	\$ 284,000	\$ 1,386,000
Bike/Pedestrian	\$ 54,000	\$ 31,000	\$ 31,000	\$ 31,000	\$ 32,000	\$ 32,000	\$ 157,000
Paratransit	\$ 4,000	\$ 25,000	\$ 25,000	\$ 26,000	\$ 26,000	\$ 26,000	\$ 128,000
<b>Subtotal</b>	<b>\$ 58,000</b>	<b>\$ 327,000</b>	<b>\$ 330,000</b>	<b>\$ 334,000</b>	<b>\$ 338,000</b>	<b>\$ 342,000</b>	<b>\$ 1,671,000</b>
<u>2014 TEP Programs</u>							
Local Streets and Roads	\$ -	\$ 257,000	\$ 260,000	\$ 263,000	\$ 267,000	\$ 270,000	\$ 1,317,000
Bike/Pedestrian	\$ -	\$ 25,000	\$ 26,000	\$ 26,000	\$ 26,000	\$ 26,000	\$ 129,000
Paratransit	\$ -	\$ 22,000	\$ 22,000	\$ 22,000	\$ 23,000	\$ 23,000	\$ 112,000
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 304,000</b>	<b>\$ 308,000</b>	<b>\$ 311,000</b>	<b>\$ 316,000</b>	<b>\$ 319,000</b>	<b>\$ 1,558,000</b>
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ -	\$ 42,000	\$ 42,000	\$ 42,000	\$ 42,000	\$ 42,000	\$ 210,000
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 42,000</b>	<b>\$ 42,000</b>	<b>\$ 42,000</b>	<b>\$ 42,000</b>	<b>\$ 42,000</b>	<b>\$ 210,000</b>
<b>Total All Programs</b>	<b>\$ 58,000</b>	<b>\$ 673,000</b>	<b>\$ 680,000</b>	<b>\$ 687,000</b>	<b>\$ 696,000</b>	<b>\$ 703,000</b>	<b>\$ 3,439,000</b>

**Direct Local Distributions**  
**Estimated Annual Programming Revenue**  
**Fiscal Year 15/16 to FY 19/20**

	Prior Balance	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	5-YR TOTAL
<b>FREMONT</b>							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 535,000	\$ 2,196,000	\$ 2,223,000	\$ 2,249,000	\$ 2,276,000	\$ 2,304,000	\$ 11,248,000
Bike/Pedestrian	\$ 597,000	\$ 656,000	\$ 664,000	\$ 672,000	\$ 680,000	\$ 688,000	\$ 3,360,000
Paratransit	\$ 78,000	\$ 843,000	\$ 853,000	\$ 863,000	\$ 873,000	\$ 884,000	\$ 4,316,000
<b>Subtotal</b>	<b>\$ 1,210,000</b>	<b>\$ 3,695,000</b>	<b>\$ 3,740,000</b>	<b>\$ 3,784,000</b>	<b>\$ 3,829,000</b>	<b>\$ 3,876,000</b>	<b>\$ 18,924,000</b>
<u>2014 TEP Programs</u>							
Local Streets and Roads	\$ -	\$ 1,992,000	\$ 2,016,000	\$ 2,040,000	\$ 2,065,000	\$ 2,090,000	\$ 10,203,000
Bike/Pedestrian	\$ -	\$ 541,000	\$ 547,000	\$ 554,000	\$ 561,000	\$ 567,000	\$ 2,770,000
Paratransit	\$ -	\$ 502,000	\$ 508,000	\$ 514,000	\$ 520,000	\$ 526,000	\$ 2,570,000
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 3,035,000</b>	<b>\$ 3,071,000</b>	<b>\$ 3,108,000</b>	<b>\$ 3,146,000</b>	<b>\$ 3,183,000</b>	<b>\$ 15,543,000</b>
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ 871,000	\$ 993,000	\$ 993,000	\$ 993,000	\$ 993,000	\$ 993,000	\$ 4,965,000
<b>Subtotal</b>	<b>\$ 871,000</b>	<b>\$ 993,000</b>	<b>\$ 993,000</b>	<b>\$ 993,000</b>	<b>\$ 993,000</b>	<b>\$ 993,000</b>	<b>\$ 4,965,000</b>
<b>Total All Programs</b>	<b>\$ 2,081,000</b>	<b>\$ 7,723,000</b>	<b>\$ 7,804,000</b>	<b>\$ 7,885,000</b>	<b>\$ 7,968,000</b>	<b>\$ 8,052,000</b>	<b>\$ 39,432,000</b>
<b>HAYWARD</b>							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 400,000	\$ 2,214,000	\$ 2,241,000	\$ 2,268,000	\$ 2,295,000	\$ 2,322,000	\$ 11,340,000
Bike/Pedestrian	\$ 161,000	\$ 443,000	\$ 449,000	\$ 454,000	\$ 460,000	\$ 465,000	\$ 2,271,000
Paratransit	\$ 304,000	\$ 780,000	\$ 789,000	\$ 799,000	\$ 808,000	\$ 818,000	\$ 3,994,000
<b>Subtotal</b>	<b>\$ 865,000</b>	<b>\$ 3,437,000</b>	<b>\$ 3,479,000</b>	<b>\$ 3,521,000</b>	<b>\$ 3,563,000</b>	<b>\$ 3,605,000</b>	<b>\$ 17,605,000</b>
<u>2014 TEP Programs</u>							
Local Streets and Roads	\$ -	\$ 2,009,000	\$ 2,033,000	\$ 2,057,000	\$ 2,082,000	\$ 2,107,000	\$ 10,288,000
Bike/Pedestrian	\$ -	\$ 366,000	\$ 370,000	\$ 375,000	\$ 379,000	\$ 384,000	\$ 1,874,000
Paratransit	\$ -	\$ 709,000	\$ 717,000	\$ 726,000	\$ 735,000	\$ 743,000	\$ 3,630,000
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 3,084,000</b>	<b>\$ 3,120,000</b>	<b>\$ 3,158,000</b>	<b>\$ 3,196,000</b>	<b>\$ 3,234,000</b>	<b>\$ 15,792,000</b>
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ -	\$ 699,000	\$ 699,000	\$ 699,000	\$ 699,000	\$ 699,000	\$ 3,495,000
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 699,000</b>	<b>\$ 699,000</b>	<b>\$ 699,000</b>	<b>\$ 699,000</b>	<b>\$ 699,000</b>	<b>\$ 3,495,000</b>
<b>Total All Programs</b>	<b>\$ 865,000</b>	<b>\$ 7,220,000</b>	<b>\$ 7,298,000</b>	<b>\$ 7,378,000</b>	<b>\$ 7,458,000</b>	<b>\$ 7,538,000</b>	<b>\$ 36,892,000</b>
<b>LIVERMORE</b>							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 1,311,000	\$ 943,000	\$ 954,000	\$ 966,000	\$ 977,000	\$ 989,000	\$ 4,829,000
Bike/Pedestrian	\$ 720,000	\$ 248,000	\$ 251,000	\$ 254,000	\$ 257,000	\$ 261,000	\$ 1,271,000
<b>Subtotal</b>	<b>\$ 2,031,000</b>	<b>\$ 1,191,000</b>	<b>\$ 1,205,000</b>	<b>\$ 1,220,000</b>	<b>\$ 1,234,000</b>	<b>\$ 1,250,000</b>	<b>\$ 6,100,000</b>
<u>2014 TEP Programs</u>							
Local Streets and Roads	\$ -	\$ 855,000	\$ 866,000	\$ 876,000	\$ 887,000	\$ 897,000	\$ 4,381,000
Bike/Pedestrian	\$ -	\$ 205,000	\$ 207,000	\$ 210,000	\$ 212,000	\$ 215,000	\$ 1,049,000
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 1,060,000</b>	<b>\$ 1,073,000</b>	<b>\$ 1,086,000</b>	<b>\$ 1,099,000</b>	<b>\$ 1,112,000</b>	<b>\$ 5,430,000</b>
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ 135,000	\$ 392,000	\$ 392,000	\$ 392,000	\$ 392,000	\$ 392,000	\$ 1,960,000
<b>Subtotal</b>	<b>\$ 135,000</b>	<b>\$ 392,000</b>	<b>\$ 392,000</b>	<b>\$ 392,000</b>	<b>\$ 392,000</b>	<b>\$ 392,000</b>	<b>\$ 1,960,000</b>
<b>Total All Programs</b>	<b>\$ 135,000</b>	<b>\$ 2,643,000</b>	<b>\$ 2,670,000</b>	<b>\$ 2,698,000</b>	<b>\$ 2,725,000</b>	<b>\$ 2,754,000</b>	<b>\$ 13,490,000</b>

**Direct Local Distributions**  
**Estimated Annual Programming Revenue**  
**Fiscal Year 15/16 to FY 19/20**

	Prior Balance	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	5-YR TOTAL
<b>NEWARK</b>							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 171,000	\$ 460,000	\$ 465,000	\$ 471,000	\$ 477,000	\$ 482,000	\$ 2,355,000
Bike/Pedestrian	\$ 37,000	\$ 129,000	\$ 131,000	\$ 132,000	\$ 134,000	\$ 136,000	\$ 662,000
Paratransit	\$ -	\$ 168,000	\$ 170,000	\$ 172,000	\$ 174,000	\$ 176,000	\$ 860,000
<b>Subtotal</b>	<b>\$ 208,000</b>	<b>\$ 757,000</b>	<b>\$ 766,000</b>	<b>\$ 775,000</b>	<b>\$ 785,000</b>	<b>\$ 794,000</b>	<b>\$ 3,877,000</b>
<u>2014 TEP Programs</u>							
Local Streets and Roads	\$ -	\$ 417,000	\$ 422,000	\$ 427,000	\$ 432,000	\$ 438,000	\$ 2,136,000
Bike/Pedestrian	\$ -	\$ 107,000	\$ 108,000	\$ 109,000	\$ 110,000	\$ 112,000	\$ 546,000
Paratransit	\$ -	\$ 102,000	\$ 103,000	\$ 104,000	\$ 105,000	\$ 107,000	\$ 521,000
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 626,000</b>	<b>\$ 633,000</b>	<b>\$ 640,000</b>	<b>\$ 647,000</b>	<b>\$ 657,000</b>	<b>\$ 3,203,000</b>
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ 243,000	\$ 196,000	\$ 196,000	\$ 196,000	\$ 196,000	\$ 196,000	\$ 980,000
<b>Subtotal</b>	<b>\$ 243,000</b>	<b>\$ 196,000</b>	<b>\$ 196,000</b>	<b>\$ 196,000</b>	<b>\$ 196,000</b>	<b>\$ 196,000</b>	<b>\$ 980,000</b>
<b>Total All Programs</b>	<b>\$ 451,000</b>	<b>\$ 1,579,000</b>	<b>\$ 1,595,000</b>	<b>\$ 1,611,000</b>	<b>\$ 1,628,000</b>	<b>\$ 1,647,000</b>	<b>\$ 8,060,000</b>
<b>OAKLAND</b>							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 10,244,000	\$ 10,310,000	\$ 10,433,000	\$ 10,559,000	\$ 10,685,000	\$ 10,813,000	\$ 52,800,000
Bike/Pedestrian	\$ 2,613,000	\$ 1,191,000	\$ 1,205,000	\$ 1,219,000	\$ 1,234,000	\$ 1,249,000	\$ 6,098,000
Paratransit	\$ -	\$ 1,018,000	\$ 1,030,000	\$ 1,043,000	\$ 1,055,000	\$ 1,068,000	\$ 5,214,000
<b>Subtotal</b>	<b>\$ 12,857,000</b>	<b>\$ 12,519,000</b>	<b>\$ 12,668,000</b>	<b>\$ 12,821,000</b>	<b>\$ 12,974,000</b>	<b>\$ 13,130,000</b>	<b>\$ 64,112,000</b>
<u>2014 TEP Programs</u>							
Local Streets and Roads	\$ -	\$ 9,801,000	\$ 9,919,000	\$ 10,038,000	\$ 10,158,000	\$ 10,280,000	\$ 50,196,000
Bike/Pedestrian	\$ -	\$ 982,000	\$ 994,000	\$ 1,006,000	\$ 1,018,000	\$ 1,030,000	\$ 5,030,000
Paratransit	\$ -	\$ 1,032,000	\$ 1,044,000	\$ 1,057,000	\$ 1,069,000	\$ 1,082,000	\$ 5,284,000
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 11,815,000</b>	<b>\$ 11,957,000</b>	<b>\$ 12,101,000</b>	<b>\$ 12,245,000</b>	<b>\$ 12,392,000</b>	<b>\$ 60,510,000</b>
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ 4,630,000	\$ 1,638,000	\$ 1,638,000	\$ 1,638,000	\$ 1,638,000	\$ 1,638,000	\$ 8,190,000
<b>Subtotal</b>	<b>\$ 4,630,000</b>	<b>\$ 1,638,000</b>	<b>\$ 1,638,000</b>	<b>\$ 1,638,000</b>	<b>\$ 1,638,000</b>	<b>\$ 1,638,000</b>	<b>\$ 8,190,000</b>
<b>Total All Programs</b>	<b>\$ 17,487,000</b>	<b>\$ 25,972,000</b>	<b>\$ 26,263,000</b>	<b>\$ 26,560,000</b>	<b>\$ 26,857,000</b>	<b>\$ 27,160,000</b>	<b>\$ 132,812,000</b>
<b>PIEDMONT</b>							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 277,000	\$ 393,000	\$ 398,000	\$ 403,000	\$ 408,000	\$ 412,000	\$ 2,014,000
Bike/Pedestrian	\$ 74,000	\$ 32,000	\$ 33,000	\$ 33,000	\$ 34,000	\$ 34,000	\$ 166,000
<b>Subtotal</b>	<b>\$ 351,000</b>	<b>\$ 425,000</b>	<b>\$ 431,000</b>	<b>\$ 436,000</b>	<b>\$ 442,000</b>	<b>\$ 446,000</b>	<b>\$ 2,180,000</b>
<u>2014 TEP Programs</u>							
Local Streets and Roads	\$ -	\$ 374,000	\$ 378,000	\$ 383,000	\$ 387,000	\$ 392,000	\$ 1,914,000
Bike/Pedestrian	\$ -	\$ 27,000	\$ 27,000	\$ 27,000	\$ 28,000	\$ 28,000	\$ 137,000
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 401,000</b>	<b>\$ 405,000</b>	<b>\$ 410,000</b>	<b>\$ 415,000</b>	<b>\$ 420,000</b>	<b>\$ 2,051,000</b>
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ 6,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 225,000
<b>Subtotal</b>	<b>\$ 6,000</b>	<b>\$ 45,000</b>	<b>\$ 45,000</b>	<b>\$ 45,000</b>	<b>\$ 45,000</b>	<b>\$ 45,000</b>	<b>\$ 225,000</b>
<b>Total All Programs</b>	<b>\$ 357,000</b>	<b>\$ 871,000</b>	<b>\$ 881,000</b>	<b>\$ 891,000</b>	<b>\$ 902,000</b>	<b>\$ 911,000</b>	<b>\$ 4,456,000</b>

**Direct Local Distributions**  
**Estimated Annual Programming Revenue**  
**Fiscal Year 15/16 to FY 19/20**

	Prior Balance	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	5-YR TOTAL
<b>PLEASANTON</b>							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 167,000	\$ 786,000	\$ 795,000	\$ 805,000	\$ 814,000	\$ 824,000	\$ 4,024,000
Bike/Pedestrian	\$ 1,094,000	\$ 214,000	\$ 217,000	\$ 219,000	\$ 222,000	\$ 225,000	\$ 1,097,000
Paratransit	\$ -	\$ 101,000	\$ 102,000	\$ 103,000	\$ 105,000	\$ 106,000	\$ 517,000
<b>Subtotal</b>	<b>\$ 1,261,000</b>	<b>\$ 1,101,000</b>	<b>\$ 1,114,000</b>	<b>\$ 1,127,000</b>	<b>\$ 1,141,000</b>	<b>\$ 1,155,000</b>	<b>\$ 5,638,000</b>
<u>2014 TEP Programs</u>							
Local Streets and Roads	\$ -	\$ 713,000	\$ 721,000	\$ 730,000	\$ 739,000	\$ 748,000	\$ 3,651,000
Bike/Pedestrian	\$ -	\$ 177,000	\$ 179,000	\$ 181,000	\$ 183,000	\$ 185,000	\$ 905,000
Paratransit	\$ -	\$ 171,000	\$ 173,000	\$ 175,000	\$ 177,000	\$ 179,000	\$ 875,000
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 1,061,000</b>	<b>\$ 1,073,000</b>	<b>\$ 1,086,000</b>	<b>\$ 1,099,000</b>	<b>\$ 1,112,000</b>	<b>\$ 5,431,000</b>
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ 58,000	\$ 338,000	\$ 338,000	\$ 338,000	\$ 338,000	\$ 338,000	\$ 1,690,000
<b>Subtotal</b>	<b>\$ 58,000</b>	<b>\$ 338,000</b>	<b>\$ 338,000</b>	<b>\$ 338,000</b>	<b>\$ 338,000</b>	<b>\$ 338,000</b>	<b>\$ 1,690,000</b>
<b>Total All Programs</b>	<b>\$ 1,319,000</b>	<b>\$ 2,500,000</b>	<b>\$ 2,525,000</b>	<b>\$ 2,551,000</b>	<b>\$ 2,578,000</b>	<b>\$ 2,605,000</b>	<b>\$ 12,759,000</b>
<b>SAN LEANDRO</b>							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 3,175,000	\$ 1,286,000	\$ 1,302,000	\$ 1,317,000	\$ 1,333,000	\$ 1,349,000	\$ 6,587,000
Bike/Pedestrian	\$ 706,000	\$ 258,000	\$ 261,000	\$ 265,000	\$ 268,000	\$ 271,000	\$ 1,323,000
Paratransit	\$ -	\$ 303,000	\$ 307,000	\$ 311,000	\$ 315,000	\$ 318,000	\$ 1,554,000
<b>Subtotal</b>	<b>\$ 3,881,000</b>	<b>\$ 1,847,000</b>	<b>\$ 1,870,000</b>	<b>\$ 1,893,000</b>	<b>\$ 1,916,000</b>	<b>\$ 1,938,000</b>	<b>\$ 9,464,000</b>
<u>2014 TEP Programs</u>							
Local Streets and Roads	\$ -	\$ 1,167,000	\$ 1,181,000	\$ 1,195,000	\$ 1,209,000	\$ 1,224,000	\$ 5,976,000
Bike/Pedestrian	\$ -	\$ 213,000	\$ 216,000	\$ 218,000	\$ 221,000	\$ 224,000	\$ 1,092,000
Paratransit	\$ -	\$ 284,000	\$ 287,000	\$ 291,000	\$ 294,000	\$ 298,000	\$ 1,454,000
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 1,664,000</b>	<b>\$ 1,684,000</b>	<b>\$ 1,704,000</b>	<b>\$ 1,724,000</b>	<b>\$ 1,746,000</b>	<b>\$ 8,522,000</b>
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ 1,210,000	\$ 407,000	\$ 407,000	\$ 407,000	\$ 407,000	\$ 407,000	\$ 2,035,000
<b>Subtotal</b>	<b>\$ 1,210,000</b>	<b>\$ 407,000</b>	<b>\$ 407,000</b>	<b>\$ 407,000</b>	<b>\$ 407,000</b>	<b>\$ 407,000</b>	<b>\$ 2,035,000</b>
<b>Total All Programs</b>	<b>\$ 5,091,000</b>	<b>\$ 3,918,000</b>	<b>\$ 3,961,000</b>	<b>\$ 4,004,000</b>	<b>\$ 4,047,000</b>	<b>\$ 4,091,000</b>	<b>\$ 20,021,000</b>
<b>UNION CITY</b>							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 640,000	\$ 699,000	\$ 707,000	\$ 716,000	\$ 724,000	\$ 733,000	\$ 3,579,000
Bike/Pedestrian	\$ 391,000	\$ 213,000	\$ 215,000	\$ 218,000	\$ 220,000	\$ 223,000	\$ 1,089,000
Paratransit	\$ -	\$ 295,000	\$ 298,000	\$ 302,000	\$ 305,000	\$ 309,000	\$ 1,509,000
Transit	\$ -	\$ 419,000	\$ 424,000	\$ 429,000	\$ 434,000	\$ 439,000	\$ 2,145,000
<b>Subtotal</b>	<b>\$ 1,031,000</b>	<b>\$ 1,626,000</b>	<b>\$ 1,644,000</b>	<b>\$ 1,665,000</b>	<b>\$ 1,683,000</b>	<b>\$ 1,704,000</b>	<b>\$ 8,322,000</b>
<u>2014 TEP Programs</u>							
Local Streets and Roads	\$ -	\$ 634,000	\$ 642,000	\$ 649,000	\$ 657,000	\$ 665,000	\$ 3,247,000
Bike/Pedestrian	\$ -	\$ 175,000	\$ 178,000	\$ 180,000	\$ 182,000	\$ 184,000	\$ 899,000
Paratransit	\$ -	\$ 174,000	\$ 176,000	\$ 178,000	\$ 180,000	\$ 182,000	\$ 890,000
Transit	\$ -	\$ 317,000	\$ 321,000	\$ 325,000	\$ 329,000	\$ 333,000	\$ 1,625,000
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 1,300,000</b>	<b>\$ 1,317,000</b>	<b>\$ 1,332,000</b>	<b>\$ 1,348,000</b>	<b>\$ 1,364,000</b>	<b>\$ 6,661,000</b>
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ 510,000	\$ 322,000	\$ 322,000	\$ 322,000	\$ 322,000	\$ 322,000	\$ 1,610,000
<b>Subtotal</b>	<b>\$ 510,000</b>	<b>\$ 322,000</b>	<b>\$ 322,000</b>	<b>\$ 322,000</b>	<b>\$ 322,000</b>	<b>\$ 322,000</b>	<b>\$ 1,610,000</b>
<b>Total All Programs</b>	<b>\$ 1,541,000</b>	<b>\$ 3,248,000</b>	<b>\$ 3,283,000</b>	<b>\$ 3,319,000</b>	<b>\$ 3,353,000</b>	<b>\$ 3,390,000</b>	<b>\$ 16,593,000</b>

**Direct Local Distributions**  
**Estimated Annual Programming Revenue**  
**Fiscal Year 15/16 to FY 19/20**

	Prior Balance	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	5-YR TOTAL
<b>AC TRANSIT</b>							
<u>2000 Measure B Programs</u>							
Paratransit	\$ -	\$ 5,097,000	\$ 5,158,000	\$ 5,220,000	\$ 5,283,000	\$ 5,346,000	\$ 26,104,000
Transit	\$ -	\$ 21,288,000	\$ 21,543,000	\$ 21,802,000	\$ 22,064,000	\$ 22,328,000	\$ 109,025,000
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 26,385,000</b>	<b>\$ 26,701,000</b>	<b>\$ 27,022,000</b>	<b>\$ 27,347,000</b>	<b>\$ 27,674,000</b>	<b>\$ 135,129,000</b>
<u>2014 TEP Programs</u>							
Paratransit	\$ -	\$ 5,712,000	\$ 5,781,000	\$ 5,850,000	\$ 5,920,000	\$ 5,992,000	\$ 29,255,000
Transit	\$ -	\$ 23,865,000	\$ 24,151,000	\$ 24,441,000	\$ 24,734,000	\$ 25,031,000	\$ 122,222,000
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 29,577,000</b>	<b>\$ 29,932,000</b>	<b>\$ 30,291,000</b>	<b>\$ 30,654,000</b>	<b>\$ 31,023,000</b>	<b>\$ 151,477,000</b>
<b>Total All Programs</b>	<b>\$ -</b>	<b>\$ 55,962,000</b>	<b>\$ 56,633,000</b>	<b>\$ 57,313,000</b>	<b>\$ 58,001,000</b>	<b>\$ 58,697,000</b>	<b>\$ 286,606,000</b>
<b>ACE</b>							
<u>2000 Measure B Programs</u>							
Transit	\$ 2,075,000	\$ 2,610,000	\$ 2,642,000	\$ 2,673,000	\$ 2,705,000	\$ 2,738,000	\$ 13,368,000
<b>Subtotal</b>	<b>\$ 2,075,000</b>	<b>\$ 2,610,000</b>	<b>\$ 2,642,000</b>	<b>\$ 2,673,000</b>	<b>\$ 2,705,000</b>	<b>\$ 2,738,000</b>	<b>\$ 13,368,000</b>
<u>2014 TEP Programs</u>							
Transit	\$ -	\$ 1,269,000	\$ 1,285,000	\$ 1,300,000	\$ 1,316,000	\$ 1,331,000	\$ 6,501,000
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 1,269,000</b>	<b>\$ 1,285,000</b>	<b>\$ 1,300,000</b>	<b>\$ 1,316,000</b>	<b>\$ 1,331,000</b>	<b>\$ 6,501,000</b>
<b>Total All Programs</b>	<b>\$ 2,075,000</b>	<b>\$ 3,879,000</b>	<b>\$ 3,927,000</b>	<b>\$ 3,973,000</b>	<b>\$ 4,021,000</b>	<b>\$ 4,069,000</b>	<b>\$ 19,869,000</b>
<b>BART</b>							
<u>2000 Measure B Programs</u>							
Paratransit	\$ -	\$ 1,835,000	\$ 1,857,000	\$ 1,879,000	\$ 1,901,000	\$ 1,924,000	\$ 9,396,000
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 1,835,000</b>	<b>\$ 1,857,000</b>	<b>\$ 1,879,000</b>	<b>\$ 1,901,000</b>	<b>\$ 1,924,000</b>	<b>\$ 9,396,000</b>
<u>2014 TEP Programs</u>							
Paratransit	\$ -	\$ 1,904,000	\$ 1,927,000	\$ 1,950,000	\$ 1,973,000	\$ 1,997,000	\$ 9,751,000
Transit	\$ -	\$ 635,000	\$ 642,000	\$ 650,000	\$ 658,000	\$ 666,000	\$ 3,251,000
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 2,539,000</b>	<b>\$ 2,569,000</b>	<b>\$ 2,600,000</b>	<b>\$ 2,631,000</b>	<b>\$ 2,663,000</b>	<b>\$ 13,002,000</b>
<b>Total All Programs</b>	<b>\$ -</b>	<b>\$ 4,374,000</b>	<b>\$ 4,426,000</b>	<b>\$ 4,479,000</b>	<b>\$ 4,532,000</b>	<b>\$ 4,587,000</b>	<b>\$ 22,398,000</b>
<b>LAVTA</b>							
<u>2000 Measure B Programs</u>							
Paratransit	\$ -	\$ 158,000	\$ 160,000	\$ 161,000	\$ 163,000	\$ 165,000	\$ 807,000
Transit	\$ -	\$ 850,000	\$ 860,000	\$ 870,000	\$ 881,000	\$ 891,000	\$ 4,352,000
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 1,008,000</b>	<b>\$ 1,020,000</b>	<b>\$ 1,031,000</b>	<b>\$ 1,044,000</b>	<b>\$ 1,056,000</b>	<b>\$ 5,159,000</b>
<u>2014 TEP Programs</u>							
Paratransit	\$ -	\$ 252,000	\$ 255,000	\$ 258,000	\$ 261,000	\$ 264,000	\$ 1,290,000
Transit	\$ -	\$ 635,000	\$ 642,000	\$ 650,000	\$ 658,000	\$ 666,000	\$ 3,251,000
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 887,000</b>	<b>\$ 897,000</b>	<b>\$ 908,000</b>	<b>\$ 919,000</b>	<b>\$ 930,000</b>	<b>\$ 4,541,000</b>
<b>Total All Programs</b>	<b>\$ -</b>	<b>\$ 1,895,000</b>	<b>\$ 1,917,000</b>	<b>\$ 1,939,000</b>	<b>\$ 1,963,000</b>	<b>\$ 1,986,000</b>	<b>\$ 9,700,000</b>
<b>WETA</b>							
<u>2000 Measure B Programs</u>							
Transit	\$ 3,271,000	\$ 960,000	\$ 972,000	\$ 984,000	\$ 995,000	\$ 1,007,000	\$ 4,918,000
<b>Subtotal</b>	<b>\$ 3,271,000</b>	<b>\$ 960,000</b>	<b>\$ 972,000</b>	<b>\$ 984,000</b>	<b>\$ 995,000</b>	<b>\$ 1,007,000</b>	<b>\$ 4,918,000</b>
<u>2014 TEP Programs</u>							
Transit	\$ -	\$ 635,000	\$ 642,000	\$ 650,000	\$ 658,000	\$ 666,000	\$ 3,251,000
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 635,000</b>	<b>\$ 642,000</b>	<b>\$ 650,000</b>	<b>\$ 658,000</b>	<b>\$ 666,000</b>	<b>\$ 3,251,000</b>
<b>Total All Programs</b>	<b>\$ 3,271,000</b>	<b>\$ 1,595,000</b>	<b>\$ 1,614,000</b>	<b>\$ 1,634,000</b>	<b>\$ 1,653,000</b>	<b>\$ 1,673,000</b>	<b>\$ 8,169,000</b>



**Direct Local Distributions  
Estimated Annual Programming Revenue  
Fiscal Year 15/16 to FY 19/20**

	Prior Balance	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	5-YR TOTAL
<b>TOTAL FUNDING BY SOURCE</b>							
2000 Measure B	\$ 39,441,000	\$ 69,356,000	\$ 70,189,000	\$ 71,029,000	\$ 71,882,000	\$ 72,746,000	\$ 355,202,000
2014 TEP	\$ -	\$ 67,980,000	\$ 68,794,000	\$ 69,618,000	\$ 70,454,000	\$ 71,299,000	\$ 348,145,000
Vehicle Registration Fee	\$ 9,143,000	\$ 6,842,000	\$ 6,842,000	\$ 6,842,000	\$ 6,842,000	\$ 6,842,000	\$ 34,206,000
<b>Total All Sources</b>	<b>\$ 48,584,000</b>	<b>\$ 144,178,000</b>	<b>\$ 145,825,000</b>	<b>\$ 147,489,000</b>	<b>\$ 149,178,000</b>	<b>\$ 150,887,000</b>	<b>\$ 737,553,000</b>
<b>TOTAL FUNDING BY PROGRAM</b>							
<b>2000 Measure B Programs</b>							
Local Streets and Roads	\$ 20,054,000	\$ 27,506,000	\$ 27,836,000	\$ 28,171,000	\$ 28,507,000	\$ 28,850,000	\$ 140,870,000
Bike/Pedestrian	\$ 13,630,000	\$ 4,617,000	\$ 4,674,000	\$ 4,726,000	\$ 4,786,000	\$ 4,845,000	\$ 23,648,000
Paratransit	\$ 411,000	\$ 11,106,000	\$ 11,238,000	\$ 11,374,000	\$ 11,510,000	\$ 11,648,000	\$ 56,876,000
Transit	\$ 5,346,000	\$ 26,127,000	\$ 26,441,000	\$ 26,758,000	\$ 27,079,000	\$ 27,403,000	\$ 133,808,000
<b>Subtotal</b>	<b>\$ 39,441,000</b>	<b>\$ 69,356,000</b>	<b>\$ 70,189,000</b>	<b>\$ 71,029,000</b>	<b>\$ 71,882,000</b>	<b>\$ 72,746,000</b>	<b>\$ 355,202,000</b>
<b>2014 TEP Programs</b>							
Local Streets and Roads	\$ -	\$ 25,388,000	\$ 25,693,000	\$ 26,001,000	\$ 26,314,000	\$ 26,629,000	\$ 130,025,000
Bike/Pedestrian	\$ -	\$ 3,810,000	\$ 3,855,000	\$ 3,900,000	\$ 3,947,000	\$ 3,995,000	\$ 19,507,000
Paratransit	\$ -	\$ 11,426,000	\$ 11,563,000	\$ 11,701,000	\$ 11,840,000	\$ 11,982,000	\$ 58,512,000
Transit	\$ -	\$ 27,356,000	\$ 27,683,000	\$ 28,016,000	\$ 28,353,000	\$ 28,693,000	\$ 140,101,000
<b>Subtotal</b>	<b>\$ -</b>	<b>\$ 67,980,000</b>	<b>\$ 68,794,000</b>	<b>\$ 69,618,000</b>	<b>\$ 70,454,000</b>	<b>\$ 71,299,000</b>	<b>\$ 348,145,000</b>
<b>Vehicle Registration Fee Program</b>							
Local Streets and Roads	\$ 9,143,000	\$ 6,842,000	\$ 6,842,000	\$ 6,842,000	\$ 6,842,000	\$ 6,842,000	\$ 34,206,000
<b>Subtotal</b>	<b>\$ 9,143,000</b>	<b>\$ 6,842,000</b>	<b>\$ 6,842,000</b>	<b>\$ 6,842,000</b>	<b>\$ 6,842,000</b>	<b>\$ 6,842,000</b>	<b>\$ 34,206,000</b>
<b>Total All Programs</b>	<b>\$ 48,584,000</b>	<b>\$ 144,178,000</b>	<b>\$ 145,825,000</b>	<b>\$ 147,489,000</b>	<b>\$ 149,178,000</b>	<b>\$ 150,887,000</b>	<b>\$ 737,553,000</b>

Notes/Assumptions

1. The FY 15/16 projections for 2000 MB dollars are based on FY 13/14 actual revenues escalated at a 2% growth rate for two years.
2. The FY 15/16 projections for VRF are based on FY14/15 projected revenues not escalated.
3. The FY 15/16 projections for 2014 TEP dollars are based on 2000 MB FY 13/14 actual revenues escalated at a 2% growth rate for two years.
4. The FY 16/17 through FY 19/20 projections for 2000 MB and 2014 TEP are based on FY 15/16 projections escalated at 1.2% growth each year.
5. Prior balances represents an anticipated fund balance based on FY 12/13 Compliance Reports.  
Measure B/VRF recipients are required, per the current funding agreement, to expend remaining balances in accordance with the Timely Use of Funds and Reserve policies.  
For information on how local jurisdictions are using their fund balances, see [http://www.alamedact.org/app\\_pages/view/4135](http://www.alamedact.org/app_pages/view/4135)
6. Figures may vary due to rounding.

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# Comprehensive Investment Plan Development Process Overview

## PHASE 1

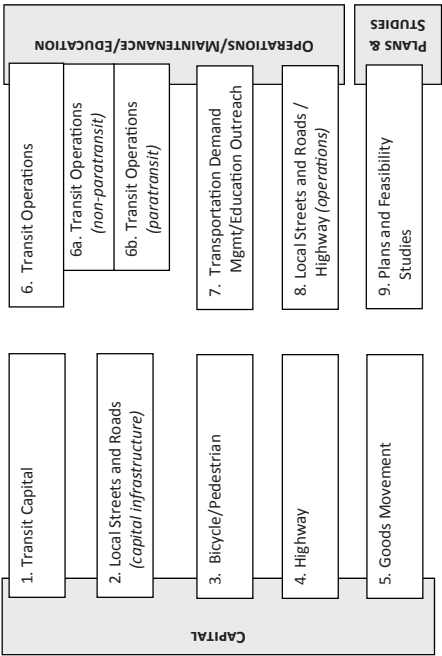
### INVENTORY IDENTIFICATION / ELIGIBILITY SCREENING

#### 30-YEAR COUNTYWIDE NEEDS IDENTIFICATION

- Projects and Programs Needs Identification
- Countywide Transportation Plan  
2000 Transportation Expenditure Plan  
2014 Transportation Expenditure Plan  
Modal Plans and Studies (as available)  
Local agency input

#### ELIGIBILITY SCREENING

Sort inventory into categories. Determine funding eligibility and screen projects/programs for the five-year CIP window.



## PHASE 2

### EVALUATION & PRIORITIZATION

#### PROJECT/PROGRAM EVALUATION

- Apply Evaluation Criteria
- Needs Benefits  
Project Readiness  
Operational Sustainability  
Matching/Leveraging Funds  
Other Funding Criteria
- Top Tier Priority Projects and Programs Inventory (by Category)

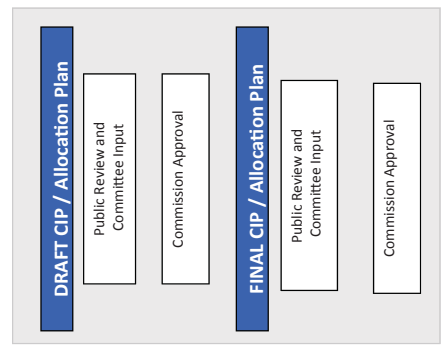
## PHASE 3

### COUNTYWIDE PRIORITIZATION ASSESSMENT

#### COMPREHENSIVE ASSESSMENT

- Develop a "pipeline" of projects/programs to implement by phase
- Examine modal and geographic equity
- Consider synergy (co-benefit) between projects/programs
- Maximize investments within available funding streams

### ALLOCATION RECOMMENDATIONS



4.3C

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## Comprehensive Investment Plan Categories and Sample Project Types

Updated: October 17, 2014

CAPITAL PROJECTS			
No.	Category	Example Project Types	Example Projects
1.	Transit	<ul style="list-style-type: none"> <li>Capital rehabilitation</li> <li>Capacity expansion</li> <li>Capital replacement</li> <li>Safety</li> <li>Stations</li> <li>Communications</li> <li>Environmental/Greening Capital Project</li> </ul>	<ul style="list-style-type: none"> <li>AC Transit – EB Rapid Transit Bike/Ped Elements</li> <li>Berkeley – Bart Plaza &amp; Transit Area Improvements</li> <li>Fremont – City Center Multimodal Improvements</li> <li>Oakland – 7<sup>th</sup> W. Oakland Transit Village Phase II</li> <li>Union City - Station Improvements &amp; RR Xing</li> <li>Solar Panels, greening vehicles, waste disposal, etc.</li> <li>East Bay BRT</li> <li>Irvington BART Station</li> <li>Vehicle Replacement</li> </ul>
2.	Local Streets and Roads	<ul style="list-style-type: none"> <li>Major Arterial Performance Initiative Program</li> <li>Roadway Safety/Traffic Calming</li> <li>Grade separations</li> <li>Traffic Signals</li> <li>ITS/CCTV Installations and Upgrade</li> <li>Complete Streets</li> <li>Signage</li> <li>Coordination with freeways (improving connections to ramps)</li> <li>Roadway/Pavement Rehabilitation</li> <li>Slurry and Chip Seals</li> </ul>	<ul style="list-style-type: none"> <li>Alameda County- Patterson Pass Road Safety Improvements</li> <li>Alameda County – Pavement Rehabilitation</li> <li>Alameda County – Vasco Road Safety Improvements</li> <li>Alameda – Local Streets and Roads (O&amp;M)</li> <li>Berkeley – Ashby/State Route 13 Disaster Resilience</li> <li>Berkeley – Hearst Ave. Complete Streets</li> <li>Dublin – Iron Horse bicycle and pedestrian transit route</li> <li>Oakland – Non-Capacity Increasing Road Rehabilitation</li> <li>Oakland – Lakeside Green Street Project</li> <li>Oakland – Peralta Green Street Project</li> <li>Oakland – MLK Way Improvements</li> <li>San Leandro – Traffic Signal Systems Upgrade</li> </ul>
3.	Bicycle/Pedestrian	<ul style="list-style-type: none"> <li>Infrastructure support facilities</li> <li>Maintenance</li> </ul>	<ul style="list-style-type: none"> <li>Albany – Buchanan/Marin Bikeway</li> <li>Alameda – Cross Alameda Trail</li> <li>Berkeley – Shattuck Reconfiguration &amp; Ped Safety</li> <li>EBRPD – Gilman to Buchanan Bay Trail</li> <li>Emeryville – Christie Ave Bay Trail Gap Closure</li> <li>Hayward – Main St. Complete Streets</li> <li>Pleasanton - Microwave Ped &amp; Bike Detection</li> <li>Oakland – Bike Lane Lake Merritt BART Bikeways</li> <li>San Leandro – W. Juana Improvements</li> </ul>

No. Category		Example Project Types	Example Projects
4.	Highway	<ul style="list-style-type: none"> <li>Interchange improvements</li> <li>Ramp metering</li> <li>Sound walls</li> <li>Bridge improvements</li> <li>Environmental mitigation</li> <li>Express lanes</li> </ul>	<ul style="list-style-type: none"> <li>Multiple – Interchange Improvements</li> <li>Multiple – Congestion Relief</li> <li>Multiple – Safety Improvements</li> <li>North - I-80 Aquatic Park Soundwall</li> <li>Central – Sound walls Central Alameda County Freeway Study</li> <li>Multiple – Soundwall</li> </ul>
5.	Goods Movement	<ul style="list-style-type: none"> <li>Improvements for goods movement by truck</li> <li>Truck-vehicle parking</li> <li>Truck/port/freight operations</li> <li>Airport Facilities</li> <li>Quiet Zone Improvements</li> </ul> <p><i>Note: Road or highway access improvements are will be evaluated under local streets and roads or highway categories.</i></p>	<ul style="list-style-type: none"> <li>Port of Oakland improvements</li> <li>Multiple - Truck Parking</li> <li>North Planning Area – Shore Power for ships at Port of Oakland</li> <li>Woodland – 81st Avenue Industrial Zone Street Reconstruction</li> <li>Oakland – Truck Facilities, Truck Route Rehabilitation</li> <li>North – Truck Services at Oakland Army Base</li> </ul>
6a.	Transit Operations (non-paratransit)	<ul style="list-style-type: none"> <li>Operations and Maintenance</li> <li>Service expansion</li> <li>Transit priority measures</li> <li>Congestion Relief Programs</li> <li>Fare incentives</li> <li>Shuttle Operations</li> </ul>	<ul style="list-style-type: none"> <li>AC Transit – Line 51 Corridor GPS Transit Signal Priority</li> <li>Alameda – Estuary Crossing Shuttle</li> <li>Oakland – Broadway Shuttle</li> <li>LAVTA – Rapid Route Operations</li> <li>LAVTA – Route 12v, 20x and 70x Operations</li> <li>Lifeline Transit passes/incentives</li> </ul>
6b.	Transit Operations (Paratransit)	<ul style="list-style-type: none"> <li>ADA Mandated Services</li> <li>Paratransit Services <ul style="list-style-type: none"> <li>Travel Training/ Mobility Management</li> <li>Volunteer Drivers Programs</li> <li>Shuttle Operations</li> <li>Same Day Taxi Services</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>CIL – Mobility Matters</li> <li>Emeryville – Door-to-Door Shuttle</li> <li>Fremont – Travel Training &amp; Mobility Management</li> <li>Hayward – Central County Taxi Program</li> <li>Oakland – Taxi-up and Go</li> <li>Pleasanton – Downtown Route Shuttle</li> </ul>

PROGRAMS

No.	Category	Example Project Types	Example Projects
7.	Transportation Demand Management/ Education Outreach	<ul style="list-style-type: none"><li>Fare incentives – student bus passes</li><li>Guarantee Ride Home Program</li><li>Technical Assistance</li><li>Guaranteed Ride Home</li><li>Safe Routes to School (SR2S)</li><li>Safe Routes to Transit (SR2T)</li><li>Variable parking pricing</li><li>Parking management</li></ul>	<ul style="list-style-type: none"><li>San Leandro – Downtown Parking Management</li><li>Berkeley – Downtown Berkeley Transit Center Parking</li><li>Emeryville – Parking Management</li><li>Oakland – Parking Management</li><li>Pleasanton – Park and Ride</li><li>Multiple – Transit Card Programs or Eco-pass</li><li>Crossing Guard Program</li><li>Safe Routes to School Implementation</li><li>Neighborhood Traffic Safety Program</li><li>Outreach to schools/students</li></ul>
8.	Local Streets and Roads, and Highway Operations	<ul style="list-style-type: none"><li>Traffic Signal Operations</li><li>ITS Maintenance and Operations</li><li>Maintenance and Operations</li><li>Bridge Operations</li><li>Highway Operations</li></ul>	<ul style="list-style-type: none"><li>Alameda County – Estuary Bridge Operations</li><li>Oakland – Traffic Signal Operations</li><li>Oakland - ITS System and Signal Operations</li><li>Alameda CTC - Express Lane (I-680 O&amp;M)</li></ul>
9.	Plans and Studies	<ul style="list-style-type: none"><li>Planning studies and implementation</li><li>Feasibility studies</li><li>Bicycle and Pedestrian Master Plans</li><li>Modal Plans/Studies</li><li>Supports Transit Oriented Development (TOD) and Priority Development Areas (PDA) through multimodal improvements and CEQA mitigation</li></ul>	<ul style="list-style-type: none"><li>Berkeley – San Pablo Avenue Public Improvements</li><li>Berkeley – TOD Access Infrastructure</li><li>EBRPD – Niles Canyon Regional Trail Feasibility Study</li><li>Dublin – Iron Hour Trail/BART Feasibility Study</li><li>Dublin – Amador Plaza Road Complete Streets</li><li>Hayward – Bike/Ped Master Plan Update</li><li>Livermore - Segment 1 of Iron Horse Trail</li><li>Livermore – Regional Air Quality and Climate Protection Strategies</li><li>Oakland – Coliseum BART Corridor</li><li>Oakland – Lake Merritt Chanel Bike/Ped Bridge</li><li>Pleasanton – Bike/Ped Bridges Feasibility Study</li><li>Piedmont – Bike/Ped Master Plan</li><li>Pleasanton – I-580 Foothill Road Interchange</li><li>Union City – Decoto Road and RR Xing</li></ul>
		PLANS AND STUDIES	

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# Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** January 5, 2015

**SUBJECT:** Alameda County Land Use Approval Database

**RECOMMENDATION:** (1) Receive an update on development of land use approval database,  
(2) Provide input on data collection template, and  
(3) Designate a staff person to assist in providing data

## Overview

Information on approvals of new development activity is essential to monitoring success of policies to coordinate transportation and land use and to identifying investments that reinforce future land use patterns. As part of the 2013 Congestion Management Program, Alameda CTC identified creation of a land use database as a work program item and made provision of information on land use approvals a part of local conformity with the CMP. Alameda CTC intends to begin collecting such data in January 2015. Jurisdictions are requested to review the data collection template and designate a staff person to assist in providing data.

## Background

Information on approvals of new development activity is essential to monitoring success of policies to coordinate transportation and land use. For instance, a database of land use approvals (i.e. when a jurisdiction issues entitlements to a developer) would permit Alameda CTC to assess the share of development activity happening within Priority Development Areas, Growth Opportunity Areas, or close proximity to frequent transit. Similarly, a database of land use approvals will enable Alameda CTC to assess the degree to which transportation investments are co-located with and reinforce local land use planning.

As part of the 2013 Congestion Management Program, Alameda CTC identified creation of a land use database as a work program item and made provision of information on land use approvals a part of local conformity with the CMP.

Alameda CTC has developed a template for local jurisdictions to provide data on land use approvals issued during the previous fiscal year. This template is based on a template currently used by the Santa Clara Valley Transportation Authority and is similar to information that several jurisdictions already make available on their websites. The data collection

focuses on land use approvals (i.e. issuance of entitlements), as these are generally more under control of jurisdictions than actual construction.

Jurisdictions are requested to review the template and provide (1) any comments on issues that will be encountered providing data in the specified form and (2) a staff person who Alameda CTC can work with to obtain this data. These items are requested by January 19, 2015.

**Fiscal Impact:** There is no fiscal impact.

### **Attachments**

A. Land Use Approval Data Collection Template

### **Staff Contact**

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

[Matthew Bomberg](#), Assistant Transportation Planner

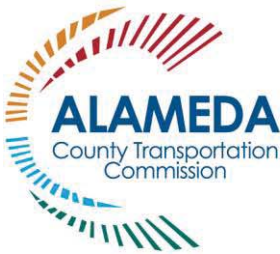
[Daniel Wu](#), Assistant Transportation Planner

Attachment A: Sample Report on Local Development Approvals

Development	Date Approved	Address	Assessor's Parcel number	Estimated Completion	Net Single Family Units	Net Multifamily Units	Net Commercial Square Feet	Net Industrial Square Feet	Net Institutional Square Feet
Green Acres	July 17, 2012	123 Oak Drive	505 01463589	2014	35	0	0	0	0
The Spot Mixed Use Development	April 15, 2013	385 Main St	404 0789366	2016	0	200	30,000	-60,000	15,000

5.2A

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# Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** January 5, 2015

**SUBJECT:** Alameda CTC Bicycle Master Plan Guidelines

**RECOMMENDATION:** Approve Draft Alameda CTC Bicycle Master Plan Guidelines

## Summary

Alameda CTC is developing Bicycle Master Plan Guidelines that contain required and recommended core elements for inclusion in plans prepared by Alameda County jurisdictions. These guidelines aim to ensure that plans are effective, are comparable and facilitate countywide planning, can meet requirements for state grant funding and incorporate best practices to the extent feasible. The guidelines provide implementation detail for bicycle plan requirements from Master Program Fund Agreements and will apply to all updates commencing after adoption of the guidelines. The draft guidelines have been through extensive review, including by ACTAC at its November 2014 meeting. No substantive revisions were proposed by ACTAC at the meeting nor during a two week review period following the meeting.

## Overview

Bicycle master plans typically contain a community's long term vision for improving bicycling, an assessment of current conditions and needs, and a plan of action for realizing this vision, including infrastructure, program, and policy interventions.

Alameda CTC is developing Bicycle Master Plan Guidelines that contain required and recommended core elements for inclusion in plans prepared by Alameda County jurisdictions. These guidelines aim to ensure that plans are effective, are comparable and facilitate countywide planning, can meet requirements for state grant funding and incorporate best practices to the extent feasible.

The Bicycle Master Plan Guidelines provide necessary guidance for jurisdictions complying with the Measure B/Vehicle Registration Fee Master Program Fund Agreement requirements. According to these requirements, as a condition of receiving Measure B and VRF local direct program distribution funds, jurisdictions must adopt a bicycle master plan and pedestrian master plan (or a combined plan), update these plans every five years, and ensure that the plans contain required core elements.

## Development Process

The process for developing the guidelines is as follows:

- July 2014 – initial review of proposed core elements by Pedestrian/Bicycle Working Group (PBWG)
- August 2014 – best practice survey of local consultants
- October 2014 – review of draft guidelines by Bicycle Pedestrian Advisory Committee and PBWG
- November 2014 – review of draft guidelines by Alameda County Technical Advisory Committee (ACTAC)
- January 2015 – guidelines considered for approval by ACTAC

The guidelines include all required elements from state guidance plus select additional requirements needed to ensure transferability of local networks, cost estimates, and other information to the countywide bicycle plan. Further, the guidelines include recommended core elements (in addition to required elements).

## Applicability

The Bicycle Master Plan Guidelines will apply to all Bicycle Master Plans for which development commences after the approval of the guidelines by ACTAC. Jurisdictions that are currently conducting Bicycle Master Plan updates are encouraged to consider the guidelines as their process permits.

**Fiscal Impact:** There is no fiscal impact.

## Attachments

- A. Draft Bicycle Master Plan Guidelines

## Staff Contact

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

[Matthew Bomberg](#), Assistant Transportation Planner

# Alameda CTC Local Bicycle Master Plan Guidelines

DRAFT VERSION – November 2014

## Introduction

### Planning Context

Bicycle Master Plans are a critical planning, policy, and implementation document to support a jurisdiction's efforts to improve the safety, attractiveness, and participation in bicycling as a means of transportation and recreation. A Bicycle Master Plan helps a jurisdiction to achieve a number of key objectives including identifying a network of facilities, supportive programs, and policies; gathering input on needs and opportunities related to bicycling and ensuring that recommended improvements are aligned with community and partner agency priorities; and identifying available resources, needed additional resources, and formulating an implementation workplan.

Good planning practice and adopted funding requirements in Alameda County dictate that all local jurisdictions develop Bicycle Master Plans, either as a standalone document or as part of a combined bicycle/pedestrian or active transportation plan. Further, these documents are to be updated every five years to ensure continued alignment with community priorities.

In addition, Alameda CTC develops a Countywide Bicycle Plan which focuses on routes and programs of countywide significance; because local jurisdictions own and operate the right of way in which bicycle facilities reside, Alameda CTC's plan is formulated based on local plans.

### Purpose and Goals of Guidelines

These guidelines serve three major objectives:

- Ensure plans throughout the county are comparable and facilitate countywide planning
- Ensure plans meet requirements for state grant funding (e.g. Active Transportation Program)
- Ensure plans incorporate best practices to the extent feasible

### Relationship to Other Requirements/Guidelines

These guidelines implement a requirement from the Master Program Fund Agreements adopted by local jurisdictions in Alameda County. Specifically, the guidelines provide the required core elements that jurisdictions need to meet the Local Bicycle/Pedestrian Master Plan Requirement in Section 7.A.3 (see Appendix A for relevant text from MPFAs).

The State's Active Transportation Program Cycle 1 guidelines contain a list of components that should be included in an active transportation plan.<sup>1</sup> The guidelines also specify that "In future funding cycles, the [California Transportation Commission] expects to make consistency with an approved active transportation plan a requirement for large projects." Therefore, Alameda CTC Bicycle Master Plan Guidelines are based on Active Transportation Program guidelines to ensure future eligibility for statewide competitive funds. Alameda CTC Bicycle Master Plan Guidelines contain some additional required core elements needed to facilitate countywide comparability and smooth transition of local plans into the Countywide Bicycle Plan.

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<sup>1</sup> These components are updated from the former Bicycle Transportation Account required components



## Substantive Update vs. Focused Update

Alameda CTC funding requirement stipulate that local Bicycle Master Plans should be updated, at a minimum, every five years. Some level of update every five years is critical to ensure that a plan remains aligned with local priorities, to ensure that there are additional projects and programs to be implemented, and to assess barriers to implementation. At the same time, excessive investment in plan updates can compromise the ability of local jurisdictions to implement Bicycle Master Plans.

These guidelines differentiate between “substantive updates” and “focused updates.” Jurisdictions should decide what scale of update is warranted when updating their Bicycle Master Plans. **Substantive updates** cover more topics and involve a greater level of stakeholder engagement and analysis. A substantive update will generally involve developing a new Bicycle Master Plan document. **Focused updates** cover fewer topics and primarily involve project prioritization and implementation next steps. A focused update may be accomplished by developing a new plan document (which incorporates material from the old plan) or by developing supplemental sections that note progress, key changes, and key next steps since the previous plan.

## Bicycle Master Plan Core Elements

Bicycle Master Plans developed by Alameda County jurisdictions should include the following required core elements, or explain why the element is not applicable. Jurisdictions are encouraged to consider incorporating recommended core elements in their Bicycle Master Plans.

	Required	Recommended
Introduction	<ul style="list-style-type: none"> <li>• Introduction which summarizes plan’s purpose or vision and goals.</li> </ul>	<ul style="list-style-type: none"> <li>• Performance measures related to plan goals.</li> </ul>
Stakeholder Engagement	<ul style="list-style-type: none"> <li>• <b>Public/community outreach process that gathers input at different stages of plan development process.</b></li> <li>• <b>Coordination with other city departments, transit operators, park districts, neighboring cities, school districts, and other agencies as applicable at different stages of plan development process.</b></li> <li>• <b><u>A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.</u></b></li> </ul>	<ul style="list-style-type: none"> <li>• Ride alongs, walk audits, or other participatory field observation.</li> <li>• “Pop-up meetings” – gathering input by going to heavily used facilities.</li> <li>• Open houses, small group meetings, or workshops at schools, places of worship, and community organization standing meetings, particularly within disadvantaged and underserved communities.</li> <li>• Online interactive web mapping sites to allow public to visualize and comment on existing conditions and potential improvements.</li> </ul>
Policy Framework	<ul style="list-style-type: none"> <li>• <b><u>A description of how the plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.</u></b></li> <li>• A description of how plan has been coordinated with the Countywide Transportation Plan and its component modal plans (e.g. bicycle, pedestrian, goods movement, arterials, and transit).</li> </ul>	<ul style="list-style-type: none"> <li>• Benchmarking of policies against national and regional best practices.</li> <li>• Discussion of policies related to development review (e.g. how impacts of development on bicycling network are assessed, how entitlement process is used to implement bikeways and supportive facilities).</li> <li>• Discussion of policies related to new bicycle technologies and types</li> <li>• Discussion of complete streets policy and implementation steps</li> </ul>

**Required core elements that correspond to a component from the ATP guidelines are indicated in this document using bold underlining.** Required core elements that should be updated as part of a “focused update” are indicated in this document in red.

	Required	Recommended
Existing Conditions	<ul style="list-style-type: none"> <li>• <b><u>The estimated number of existing bicycle trips in the plan area, both in absolute numbers and as a percentage of all trips.</u></b></li> <li>• <b><u>The number and location of collisions, serious injuries, and fatalities suffered by bicyclists in the plan area, both in absolute numbers and as a percentage of all collisions and injuries</u></b></li> <li>• <b><u>A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.</u></b></li> </ul>	<ul style="list-style-type: none"> <li>• Level of traffic stress analysis of existing bikeway network to inform possible additions or modifications to network.</li> <li>• Reporting on performance measures from previous bicycle master plan.</li> <li>• Analysis of most common collision types at locations with extensive collision history (to inform spot improvements).</li> <li>• Use of cell-phone data, GPS data, and other similar data sources to identify routes and corridors with high demand.</li> </ul>
Bikeway Network	<ul style="list-style-type: none"> <li>• <b><u>A map and description of existing and proposed bicycle transportation facilities, including facilities that are existing but also have improvements or upgrades planned.</u></b></li> <li>• Designate and map an “all ages and abilities” bikeway network (described in Appendix C).</li> <li>• A map and description of major barrier/gap closure projects (bridges, freeway crossings, major arterial crossings, etc.).</li> <li>• A description of which design guidelines jurisdiction uses for bikeway geometry, striping, and traffic control devices.</li> </ul>	<ul style="list-style-type: none"> <li>• Use of common Alameda County bikeway facility classification system (described in Appendix C).</li> <li>• Maps of overlap between bikeways and transit trunk lines, truck routes, and CMP networks. Procedure or decision-making sequence if modal networks come into conflict (e.g. Seattle Bicycle Master Plan).</li> <li>• Map and description of proposed intersection improvements.</li> </ul>
Programs	<ul style="list-style-type: none"> <li>• <b><u>A description of bicycle safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle safety, and the resulting effect on accidents involving bicyclists.</u></b></li> </ul>	<ul style="list-style-type: none"> <li>• Description of Safe Routes to Schools activities</li> <li>• Identify partners and concrete action items needed to implement programs.</li> <li>• Establish ongoing program or platform to “crowdsource” suggested bicycling infrastructure improvements in order to “build up a queue” of spot improvements, traffic calming projects, etc.</li> </ul>

Required core elements that correspond to a component from the ATP guidelines are indicated in this document using bold underlining. Required core elements that should be updated as part of a “focused update” are indicated in this document in red.

	Required	Recommended
Supportive Infrastructure and Intermodal Facilities	<ul style="list-style-type: none"> <li>• <b><u>A map and description of existing and proposed end-of-trip bicycle parking facilities.</u></b></li> <li>• <b><u>A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.</u></b></li> <li>• <b><u>A description of proposed signage providing wayfinding along bicycle networks to designated destinations.</u></b></li> <li>• A description of which design guidelines jurisdiction uses for the development of bicycle parking and wayfinding.</li> <li>• <b><u>A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.</u></b></li> </ul>	<ul style="list-style-type: none"> <li>• Large event bicycle parking policies or programs.</li> <li>• A description of role of bike sharing in jurisdiction.</li> <li>• A description of policies related to bicycle parking for cargo bicycles and other non-standard sized bicycles.</li> <li>• A description of policies related to bicycle parking in existing developments.</li> <li>• A description of policies related to other end-of-trip facilities (e.g. showers).</li> </ul>
Costs and funding	<ul style="list-style-type: none"> <li>• <b><u>A description of past expenditures for bicycle facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.</u></b></li> <li>• Infrastructure cost estimates developed for individual projects or network segments (planning-level cost estimates acceptable).</li> <li>• Estimates of maintenance (including repaving of bikeway and trail network) and staffing costs over life of plan.</li> </ul>	

**Required core elements that correspond to a component from the ATP guidelines are indicated in this document using bold underlining.** Required core elements that should be updated as part of a “focused update” are indicated in this document in red.

	Required	Recommended
Implementation	<ul style="list-style-type: none"> <li>• <u>A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.</u></li> <li>• <u>A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.</u></li> <li>• <u>The estimated increase in the number of bicycle trips resulting from implementation of the plan.</u></li> <li>• <u>A description of the policies and procedures for maintaining existing and proposed bicycle facilities, including, but not limited to, the maintenance of smooth pavement, freedom from encroaching vegetation, street sweeping, maintenance of traffic control devices including striping and other pavement markings, and lighting.</u></li> <li>• <u>A goal for collision, serious injury, and fatality reduction after implementation of the plan.</u></li> <li>• Table of implementation actions that clearly illustrates the timeline for implementing this action and the departments/staff positions responsible for implementation.</li> <li>• Discussion of ongoing stakeholder involvement process.</li> <li>• Description of ongoing data collection plans such as counts, facility inventory, etc.</li> </ul>	<ul style="list-style-type: none"> <li>• Prioritization of projects and programs that is fiscally constrained.</li> <li>• Use collision analysis and level of traffic stress analysis in prioritization of projects.</li> <li>• Maps of near-term (and mid-term) networks to ensure that short-term projects close gaps or result in continuous corridors.</li> <li>• Integration of bicycle projects and programs with Capital Improvement Program.</li> <li>• Project “cut sheets” or conceptual designs that can be used in grant applications.</li> <li>• Outcome based performance targets – e.g. install X miles of bikeways by year Y, install 1 bike rack on every commercial block, etc.</li> <li>• Estimate of economic/social benefits from implementing plan</li> </ul>

Required core elements that correspond to a component from the ATP guidelines are indicated in this document using bold underlining. Required core elements that should be updated as part of a “focused update” are indicated in this document in red.

## Appendix A: Measure B/Vehicle Registration Fee Bicycle and Pedestrian Safety Program Implementation Guidelines Text

### Section 7. Local Bicycle/Pedestrian Master Plan Requirement

A. To receive Measure B and VRF funds, local jurisdictions must do all of the following with respect to local bicycle and pedestrian master plans. The Alameda CTC will provide technical assistance and funding to local jurisdictions to meet these requirements through the competitive Bicycle and Pedestrian Safety Grant Program. Jurisdictions may also use pass-through funds for the development of local bicycle and pedestrian master plans.

1. Have an adopted Local Pedestrian Master Plan AND Local Bicycle Master Plan, OR have an adopted combined Local Pedestrian and Bicycle Plan; or demonstrate that the plan is being developed and will be adopted by December 31, 2015.
2. Each plan must be updated, at a minimum, every five years. This policy is consistent with the state's Bicycle Transportation Act (BTA) grant requirement for bicycle plans, and will ensure that plans are addressing current local needs, while also allowing jurisdictions to be eligible for BTA funding.
3. Each plan must include core elements to ensure that the plan is effective, and that plans throughout the county are comparable, to the extent that is reasonable, to facilitate countywide planning. **The Alameda CTC will develop and maintain guidelines outlining these core elements.** For pedestrian plans, these elements are described in the *Toolkit for Improving Walkability in Alameda County*: <http://www.actia2022.com/ped-toolkit/ACTIA-ped-toolkit.pdf>. **The Alameda CTC will develop guidelines for bicycle plans.**

## Appendix B: Active Transportation Program Cycle 1 Guideline Text

A city, county, county transportation commission, regional transportation planning agency, MPO, school district, or transit district may prepare an active transportation plan. An active transportation plan prepared by a city or county may be integrated into the circulation element of its general plan or a separate plan which is compliant or will be brought into compliance with the Complete Streets Act, Assembly Bill 1358 (Chapter 657, Statutes of 2008). An active transportation plan must include, but not be limited to, the following components or explain why the component is not applicable:

- a) The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.
- b) The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.
- c) A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.
- d) A map and description of existing and proposed bicycle transportation facilities.
- e) A map and description of existing and proposed end-of-trip bicycle parking facilities.
- f) A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.
- g) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.
- h) A map and description of existing and proposed pedestrian facilities at major transit hubs. These must include, but are not limited to, rail and transit terminals, and ferry docks and landings.
- i) A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.
- j) A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.
- k) A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on accidents involving bicyclists and pedestrians.
- l) A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.
- m) A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.
- n) A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.

- o) A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.
- p) A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.
- q) A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.



## Appendix C: Bikeway Network Mapping

### Common Alameda County Bikeway Facility Classification System

The Alameda CTC bikeway facility classification system consists of subcategories within the Caltrans Highway Design Manual bikeway classifications that capture differences in treatment/design that meaningfully impact bicyclist experience as well as implementation cost. Many jurisdictions in Alameda County already use subcategories as part of their local bicycle plans. The Alameda CTC system aims to harmonize these local classification systems (so they may be used in the Countywide Bicycle Plan) and to incorporate emerging bikeway types. Jurisdictions are encouraged to adopt this classification system when developing network maps in local Bicycle Master Plans.

Caltrans Class	Detailed Facility Class
Class 1	1a. Paved Path
	1b. Unpaved Path
Class 2	2a. Standard bike lane
	2b. Upgraded bike lane (includes buffered bike lanes, green bike lanes, etc.)
	2c. Climbing bike lane (bike lane in uphill direction, route in downhill direction)
	2d. Contraflow bike lane
Class 3	3a. Signage-only route (e.g. bike route)
	3b. Wide curb lane or shoulder (may also include signage)
	3c. Route with standard sharrows or other pavement stenciling (may also include signage)
	3d. Route with green-backed sharrows or super sharrows
	3e. Bicycle Boulevard (routes that include signage and stenciling, traffic calming treatments, and intersection crossing treatments at major arterial streets).
Class 4	4a. One-way cycletrack/protected bikeway
	4b. Two-way cycletrack/protected bikeway

### All ages and abilities network

In addition to identifying facility type, jurisdictions should identify an “all ages and abilities” network as part of network mapping. Jurisdictions may identify this network using another name in local plans (e.g. family network, low-stress network, 8-to-80 network, etc.). This should be identified as an overlay and may consist of a mix of facility types such as trails, on-street protected bikeways, and traffic calmed neighborhood streets. The network may have specific performance metrics associated with it, such as maximum traffic volumes or speeds for on-street segments, and jurisdictions are encouraged to identify such metrics in their local plans.

## GIS Implementation

Mapping bikeway networks in GIS as part of a Bicycle Master Plan is standard practice. Jurisdictions are encouraged to use a framework similar to the framework below. This framework captures cases where a street may have an existing bikeway facility but be planned for an upgraded facility, which is an increasingly common situation in Alameda County jurisdictions

Street	From	To	Status	Exst_Class	Exst_AllAges	Prop_Class	Prop_AllAges
Main St	1 <sup>st</sup> Ave	2 <sup>nd</sup> Ave	Planned			3a	N
Oak St	Jefferson St	Adams St	Existing, Improvements Planned	2a	N	2b	N
Mountain Ave	Lake St	Canyon Rd	Existing, Improvements Planned	3c	N	3e	Y
Lakeside Trail	Chestnut St	Maple St	Existing	1a	Y	1a	Y

Exst\_Class = Existing bikeway classification

Exst\_AllAges = Existing all ages network designation

Prop\_Class = Proposed bikeway classification

Prop\_AllAges = Proposed all ages and abilities network designation



# Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** January 5, 2015

**SUBJECT:** Cycle 4 Lifeline Transportation Program – Summary of Applications

**RECOMMENDATION:** Receive an update on the applications received for Cycle 4 Lifeline funding.

## Summary

The Metropolitan Transportation Commission's (MTC's) Lifeline Transportation Program is intended address the mobility needs of low-income residents. For the Cycle 4 Lifeline Program, approximately \$17M from a mix of state and federal sources is available for Alameda County projects. The Alameda CTC released a call for projects on November 7<sup>th</sup> and applications were due December 19, 2014. A total of seven (7) applications were received for the discretionary portion of the funding as detailed in Attachment A. These projects will be evaluated based on MTC's standard and Alameda CTC-approved evaluation criteria and a program recommendation will be brought to the Committees and Commission in March 2015.

## Background

MTC established the Lifeline Transportation Program in 2006 to address the mobility needs of low-income residents of the San Francisco Bay Area. The Lifeline Program is intended to support community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders.
- Expand the range of transportation choices by adding a variety of new or expanded services.
- Address transportation gaps and/or barriers identified through a Community-Based Transportation Plan (CBTP) or other substantive local planning efforts involving focused outreach to low-income populations.

Lifeline projects are selected at the county level and are tailored to meet locally identified needs, including fixed-route transit, transit stop improvements, senior and children's transportation, community shuttles, auto loan programs, and mobility management activities.

For Cycle 4, the available funding comes from the following mix of state and federal sources: State Transit Assistance (STA), Section 5307/Job Access and Reverse Commute (JARC) and Proposition 1B Transit. For Alameda County, an estimated \$8.9 million of STA and JARC funding is available on a discretionary basis. While local government agencies and non-profits are eligible sub-recipients of the STA and JARC funds, they must partner with an agency that is an eligible direct recipient that is willing to pass-through the funds.

Additionally, an estimated \$8.9 million of Proposition 1B funds is available by MTC formula to eligible transit operators in the county.

### **Program Development and Schedule**

A call for projects was released on November 7<sup>th</sup> and a total of seven (7) applications were received for the discretionary, STA and JARC, sources, totaling \$11.2 million. A summary, including sponsoring agency, project description, funding request, and total cost are detailed in Attachment A.

In October 2014 the evaluation criteria and weighting for Cycle 4 program were approved by the Commission as follows: (1) project need/goals and objectives, (2) community-identified priority, (3) implementation plan and project management capacity, (4) coordination and program outreach, (5) cost-effectiveness and performance indicators, and (6) project budget/sustainability, (7) demand, (8) matching funds above minimum, and (9) project readiness. A seven-member review panel representing MTC's Policy Advisory Committee, the Alameda County Public Health Department, a non-applicant local agency, a non-applicant transit operator, and Alameda CTC will review the applications based on these criteria.

The projects submitted for Proposition 1B funding will not be scored; however, the proposed projects are required to receive Alameda CTC concurrence before they are transmitted to MTC for approval.

A final program recommendation, including a request for Proposition 1B concurrence, will be brought to the Committees and Commission in March 2015 in advance of MTC's approval of the regional program which is scheduled for April 2015.

**Fiscal Impact:** There is no fiscal impact for this informational item.

### **Attachments**

- A. Summary of Lifeline Cycle 4 Applications for Discretionary (STA and JARC) Funding

### **Staff Contact**

[Stewart Ng](#), Deputy Director of Programming and Projects

[Vivek Bhat](#), Senior Transportation Engineer

## Cycle 4 Lifeline Transportation Program - Summary of Applications for Discretionary (STA and JARC) Funding

ID	Agency Name	Project/Program Name	Description/Service Area	Total Funding Request	Local Match/ Other Funding	Total Cost
1	AC Transit	Preservation of Existing Services in Communities of Concern in Alameda County (Application 1)	The Lifeline funds will be used to restructure and/or continue existing service to several key Communities of Concern in the Southern, Central and Northern portions of Alameda County. Project routes to be funded include Lines 31, 40, 45, 62, 98, 800 and 801. Lifeline request is for FYs 2015/16 - 2017/18 operations.	\$ 5,000,000	\$ 45,309,640	\$ 50,309,640
2	AC Transit	Additional Preservation of Existing Services in Communities of Concern in Alameda County (Application 2)	The Lifeline funds will be used to restructure and/or continue existing service to several key Communities of concern in the Southern, Central and Northern portions of Alameda County. Project routes to be funded include Lines 1/1R, 14, 73, and 88. Lifeline request is for FYs 2015/16 - 2017/18 operations.	\$ 3,583,466	\$ 62,298,447	\$ 65,881,913
3	Alameda County Public Works	Ashland and Cherryland Transit Access Improvements	This capital project will close gaps in existing sidewalks to improve the pedestrian access to transit routes, and subsequently to jobs, in the Ashland and Cherryland unincorporated areas. The project areas are along 164th Avenue between 14th St and Liberty Ave and on Blossom Way between Meekland and Haviland Aves. The project will also provide needed bus shelters.	\$ 450,000	\$ 150,000	\$ 600,000
4	LAVTA	WHEELS Route 14 Operating Assistance	The WHEELS Route 14 provides essential transportation service to residents and employees of the Central District of Livermore by connecting low-income communities to employment opportunities and regional transportation services via the Livermore Transit Center. Lifeline request is for FYs 2015/16 and 2016/17 operations.	\$ 517,500	\$ 517,500	\$ 1,035,000
5	City of Oakland	City of Oakland Broadway Shuttle	The B Shuttle provides a key "last-mile" link in downtown Oakland to AC Transit's Uptown Transit Center, two BART stations, Amtrak Capitol Corridor and the SF Bay Ferry. The Broadway Shuttle currently operates Monday-Thursday 7am-10pm; Friday 7am-1am; and Saturday 6pm-1am, every 10-15 minutes. Daytime service runs between Embarcadero West (Jack London Square) and Grand Avenue. After 7pm, service runs between Jack London Square and 27th Street. Lifeline request is for FYs 2015/16 - 2017/18 operations.	\$ 1,216,105	\$ 1,722,000	\$ 2,938,104
6	City of Oakland Public Library, West Oakland Branch	A Quicker, Safer Trip to the Library to Promote Literacy	This program transports preschool and kindergarten students, teachers, and parents by bus to the West Oakland Library for a customized story time and to borrow books. 15 schools regularly participate in this program throughout the year. Cycle 4 Lifeline request is for 3 yrs of operations starting FY 2017/18 (funded with Cycle 3 Lifeline through FY 16/17).	\$ 249,813	\$ 112,959	\$ 362,772
7	Union City Transit/ City of Union City	Operations Support for Route 2	Service operations for Route 2, the main east-west route in the area that connects the Union City Intermodal Station with job centers along the Whipple Road corridor. The route runs six days a week from approximately 5:15am to 10pm weekdays and 7:30am to 7pm on Saturdays. The Lifeline request is for FYs 2015/16 - 2017/18 operations.	\$ 681,000	\$ 170,300	\$ 851,300
			<b>Total Funds Requested</b>	<b>\$ 11,697,884</b>	<b>\$ 110,280,846</b>	<b>\$ 121,978,729</b>
			<b>Total Available Discretionary (STA and JARC) Funding<sup>1</sup></b>	<b>\$ 8,583,466</b>		

Notes:

1) This amount reflects 95% of STA programming target. MTC is limiting programming of STA to 95% of target.

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# Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** January 5, 2015

**SUBJECT:** Metropolitan Transportation Commission One Bay Area Grant(OBAG) Program Funding Status Update

**RECOMMENDATION:** Receive an update on MTC's OBAG funding status

## Summary and Discussion

The Alameda County Transportation Commission approved the inaugural Coordinated Funding Program in June 2013. This Coordinated Funding Program provides about \$70 million over four fiscal years (FY 2012-13 through FY 2015-16) for local streets and roads improvements in every jurisdiction in the County, and for specific projects that were approved by the Commission. The Coordinated Funding Program is funded with about 25% from Measure B and Vehicle Registration Fee (VRF) funds, and about 75% from the federal One Bay Area Grant (OBAG) funds, which was programmed by the Metropolitan Transportation Commission (MTC).

The purpose of this Memorandum is to inform the Commission that due to reduced federal revenues, MTC's OBAG Program is facing a funding shortfall. At the inception of the OBAG Program in 2012, MTC estimated receiving about \$185 million in federal funds annually over the four year OBAG program period; however, the federal government has provided only \$153 million per year, resulting in a \$32 million annual shortfall, or about 17%, for the OBAG Program, region-wide.

To minimize the impact of the shortfall and to honor prior funding commitments, MTC has approved adding one additional year, FY 2016-17, to the OBAG Program. For the Alameda County Transportation Commission, this would effectively provide and maintain the same funding level for the Coordinated Funding Program and eliminate the risk of any loss of federal funds. However, the addition of one additional year, and the accompanying "make-up" federal funding, may affect the cash flow schedule, which may result in project delivery issues for some of the projects in the Alameda CTC's Coordinated Funding Program. Staff will be working with project sponsors to assess any impacts to the delivery of their projects, and assist in finding solutions.

Related to the federal funding change in the OBAG Program discussed above, MTC has also approved extending the required deadline for local jurisdictions to obtain their housing element certification from January 31, 2015 to May 31, 2015. Similarly, MTC has also

approved extending the required deadline for local jurisdictions to adopt their circulation element to meet the Complete Street Act of 2008 from January 31, 2015 to January 31, 2016.

**Fiscal Impact:** This is only an informational item and there is long term fiscal impact to the Commission.

### **Attachments**

A. MTC Resolution No. 4035, Revised (12/17/14-C)

### **Staff Contact**

[Stewart Ng](#), Deputy Director of Programming and Projects

[Vivek Bhat](#), Senior Transportation Engineer



Date: May 17, 2012 6.3A  
W.I.: 1512  
Referred by: Planning  
Revised: 10/24/12-C 11/28/12-C  
12/19/12-C 01/23/13-C  
02/27/13-C 05/22/13-C  
09/25/13-C 11/20/13-C  
12/18/13-C 01/22/14-C  
02/26/14-C 03/26/14-C  
04/23/14-C 05/28/14-C  
06/25/14-C 07/23/14-C  
09/24/14-C 12/17/14-C

### ABSTRACT

Resolution No. 4035, Revised

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP).

The resolution includes the following attachments:

- Attachment A – Project Selection Policies
- Attachment B-1 – Regional Program Project List
- Attachment B-2 – OneBayArea Grant (OBAG) Project List

Attachment A (page 13) was revised on October 24, 2012 to update the PDA Investment & Growth Strategy (Appendix A-6) and to update county OBAG fund distributions using the most current RHNA data (Appendix A-1 and Appendix A-4). The Commission also directed \$20 million of the \$40 million in the regional PDA Implementation program to eight CMAs and the San Francisco Planning Department for local PDA planning implementation. Attachment B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority and Santa Clara Valley Transportation Authority and to add projects under the Freeway Performance Initiative and to reflect the redirection of the \$20 million in PDA planning implementation funds.

Attachment A (pages 8, 9 and 13) was revised on November 28, 2012 to confirm and clarify the actions on October 24, 2012 with respect to the County PDA Planning Program.

## ABSTRACT

MTC Resolution No. 4035, Revised

Page 2

Attachment A (page 12) was revised on December 19, 2012 to provide an extension for the Complete Streets policy requirement. Attachments B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority, Sonoma County Transportation Authority and Santa Clara Valley Transportation Authority; add funding for CMA Planning activities; and to shift funding between two San Francisco Municipal Transportation Agency projects under the Transit Performance Initiatives Program.

Attachments B-1 and B-2 were revised on January 23, 2013 to add new projects selected by various Congestion Management Agencies and to add new projects selected by the Commission in the Transit Rehabilitation Program.

As referred by the Programming and Allocations Committee, Attachment B-1 and Appendix A-2 were revised on February 27, 2013 to add Regional Safe Routes to School programs for Alameda and San Mateo counties, and to reflect previous Commission actions pertaining to the Transit Capital Rehabilitation Program, and to reflect earlier Commission approvals of fund augmentations to the county congestion management agencies for regional planning activities. As referred by the Planning Committee, Attachments A and B-1 were revised to reflect Commission approval of the regional Priority Development Area (PDA) Planning and Implementation program and Priority Conservation Area (PCA) program.

As referred by the Programming and Allocations Committee, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on May 22, 2013 to shift funding between components of the Freeway Performance Initiative Program with no change in total funding; and split the FSP/Incident Management project into the Incident Management Program and FSP/Callbox Program with no change in total funding; and redirect funding from ACE fare collection equipment to ACE positive train control; and add new OBAG projects selected by the Contra Costa Transportation Authority, Napa County Transportation and Planning Agency, City/County Association of Governments of San Mateo (CCAG), and the Solano Transportation Authority, including OBAG augmentation for CCAG Planning activities.

Attachments B-1 and B-2 were revised on September 25, 2013 to add new projects selected by various Congestion Management Agencies in the OneBayArea Grant, Regional Safe Routes to School, and Priority Conservation Area Programs.

## ABSTRACT

MTC Resolution No. 4035, Revised

Page 3

Attachment A, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on November 20, 2013 to add new projects and make grant amount changes as directed by various Congestion Management Agencies in the OneBayArea Grant Program. Also the deadline for jurisdictions' adoption of general plans meeting the latest RHNA was updated to reflect the later than scheduled adoption of Plan Bay Area.

Attachment B-1 to the resolution was revised on December 18, 2013 to add an FPI project for environmental studies for the I-280/Winchester I/C modification.

Attachment B-2 was revised on January 22, 2014 to adjust project grant amounts as directed by various Congestion Management Agencies in the OneBayArea Grant Program, including changes as a result of the 2014 RTIP.

Attachments B-1 and B-2 were revised on February 26, 2014 to add six OBAG projects selected by the CMA's, make adjustments between two Santa Clara OBAG projects, and add three PDA Planning Program projects in Sonoma County.

Attachment B-1 was revised on March 26, 2014 to add 15 projects to the Transit Performance Initiative Program and 3 projects in Marin County to the North Bay Priority Conservation Area Program.

On April 23, 2014, Attachment B-1 was revised to add 13 projects to the Priority Conservation Grant Program, revise the grant amount for the BART Car Exchange Preventative Maintenance Project in the Transit Capital Rehabilitation Program, and add three projects to the Climate Initiatives Program totaling \$14,000,000.

As referred by the Planning Committee, Attachment B-1 was revised on May 28, 2014 to reflect Commission approval of the selection of projects for the PDA Planning Technical Assistance and PDA Staffing Assistance Programs.

As referred by the Programming and Allocations Committee, Attachment A and Attachment B-2 were revised on May 28, 2014 to change the program delivery deadline from March 31, 2016 to January 31, 2017, and to adjust two projects as requested by Congestion Management Agencies in the OneBayArea Grant Program.

## ABSTRACT

MTC Resolution No. 4035, Revised

Page 4

On June 25, 2014, Attachment B-1 was revised to add an additional \$500,000 to the Breuner Marsh Project in the regional PCA Program and to identify a transportation exchange project (Silverado Trail Phase G) for the Soscot Headwaters Preserve Acquisition in the North Bay PCA Program, and to Redirect \$2,500,000 from Ramp Metering and Traffic Operations System (TOS) elements to the Program for Arterial System Synchronization (PASS), within the Freeway Performance Initiatives (FPI) Program.

On July 23, 2014, Attachment B-1 was revised to redirect \$22.0 million from the Cycles 1 & 2 Freeway Performance Initiatives (FPI) Programs and \$5 million from other projects and savings to the Golden Gate Bridge Suicide Deterrent System.

On September 24, 2014, Attachments B-1 and B-2 were revised to add 5 projects totaling \$19M to the Transit Performance Initiative Program (TPI), to shift funding within the Freeway Performance Initiative Program; to add a project for \$4 million for SFMTA for priority identified TPI funding; to provide an additional \$500,000 to the Freeway Performance Initiative (FPI); and to amend programming for two projects in Santa Clara County: San Jose's The Alameda "Beautiful Way" Phase 2 project, and Palo Alto's US-101/Adobe Creek Bicycle and Pedestrian Bridge project.

On December 17, 2014, Attachments A, B-1, and B-2 and Appendices A-1 and A-2 to Attachment A were revised to add a fifth year – FY 2016-17 - to the Cycle 2/OBAG 1 program to address the overall funding shortfall and provide additional programming in FY 2016-17 to maintain on-going commitments in FY 2016-17; make adjustments within the Freeway Performance Initiatives Program; rescind the Brentwood Wallace Ranch Easement Acquisition from the Priority Conservation Area (PCA) Program reducing the PCA program from \$5 million to \$4.5 million and use this funding to help with the FY 17 shortfall; identify two Santa Clara Local Priority Development Area Planning Program projects totaling \$740,305 to be included within MTC's Regional Priority Development Area Program grants; make revisions to local OBAG compliance policies for complete streets and housing as they pertain to jurisdictions' general plans update deadlines; add five car sharing projects totaling \$2,000,000 under the climate initiatives program; and add the Clipper Fare Collection Back Office Equipment Replacement Project to the Transit Capital Priority Program for \$2,684,772.

## ABSTRACT

MTC Resolution No. 4035, Revised

Page 5

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; to the Programming and Allocations Committee dated October 10, 2012; to the Commission dated November 28, 2012; to the Programming and Allocations Committee dated December 12, 2012 and January 9, 2013; to the Joint Planning Committee dated February 8, 2013; to the Programming and Allocations Committee dated February 13, 2013, May 8, 2013, September 11, 2013, November 13, 2013, December 11, 2013, January 8, 2014, February 12, 2014, March 5, 2014, April 9, 2014; and to the Planning Committee dated May 9, 2014; and to the MTC Programming and Allocations Committee Summary Sheet dated May 14, 2014, June 11, 2014, July 9, 2014, September 10, 2014, and December 10, 2014.

Date: May 17, 2012  
W.I.: 1512  
Referred By: Planning

RE: Federal Cycle 2 Program covering FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16:  
Project Selection Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4035

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/RTPA of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments, (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, has or will develop a program of projects to be funded with these funds for inclusion in the federal Transportation Improvement Program (TIP), as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the "Project Selection Policies and Programming" for projects to be funded with Cycle 2 Program funds as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the federal funding shall be pooled and redistributed on a regional basis for implementation of Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

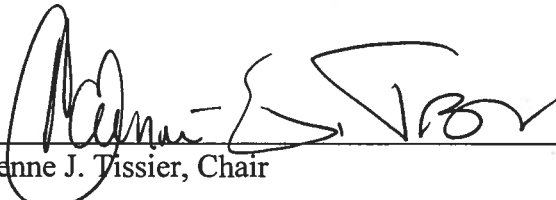
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

RESOLVED that the Executive Director or his designee can make technical adjustments and other non-substantial revisions, including updates to fund distributions to reflect final 2014-2022 FHWA figures; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected and included in the federal TIP; and be it further

RESOLVED that the Executive Director shall make available a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 17, 2012

Date: May 17, 2012  
W.I.: 1512  
Referred by: Planning  
Revised: 10/24/12-C 11/28/12-C  
12/19/12-C 02/27/13-C  
11/20/13-C 05/28/14-C  
12/17/14-C

Attachment A  
Resolution No. 4035

# **Cycle 2 / OBAG 1 Program Project Selection Criteria and Programming Policy**

**For  
FY 2012-13, FY 2013-14,  
FY 2014-15, FY 2015-16, and FY 2016-17**



## BACKGROUND

Anticipating the end of the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) on September 30, 2009, MTC approved Cycle 1 commitments (Resolution 3925) along with an overall framework to guide upcoming programming decisions for Cycle 2 to address the new six-year surface transportation authorization act funding. However, the successor to SAFETEA has not yet been enacted, and SAFETEA has been extended through continuing resolutions. Without the new federal surface transportation act, MTC may program funds forward based on reasonable estimates of revenues. It is estimated that roughly \$795 million is available for programming over the upcoming four-year Cycle 2 period.

Cycle 2 covers the four years from FY 2012-13 to ~~FY 2015-2016~~ **FY 2016-17** pending the enactment of the new authorization and/or continuation of SAFETEA.

This attachment outlines how the region will use Cycle 2 funds for transportation needs in the MTC region. Funding decisions continue to implement the strategies and objectives of the Regional Transportation Plan (RTP), Transportation 2035, which is the Bay Area's comprehensive roadmap to guide transportation investments in surface transportation including mass transit, highway, local road, bicycle and pedestrian projects over the long term. The program investments recommended for funding in Cycle 2 are an outgrowth of the transportation needs identified by the RTP and also take into consideration the preferred transportation investment strategy of the Sustainable Communities Strategy (SCS).

Appendix A-1 provides an overview of the Cycle 2 Program commitments which contain a regional program component managed by MTC and a county program component to be managed by the counties.

## CYCLE 2 REVENUE ESTIMATES AND FEDERAL PROGRAM ARCHITECTURE

MTC receives federal funding for local programming from the State for local programming in the MTC region. Among the various transportation programs established by SAFETEA, this includes regional Surface Transportation Program (STP) Congestion Mitigation and Air Quality Improvement (CMAQ) Program and to a lesser extent, Regional Transportation Improvement Program (RTIP) and Transportation Enhancement (TE) funds. The STP/CMAQ/RTIP/TE programming capacity in Cycle 2 amounts to \$795 million. The Commission programs the STP/CMAQ funds while the California Transportation Commission programs the RTIP and TE Funds. Furthermore, the Bay Area Air Quality Management District (BAAQMD) is contributing Transportation Fund for Clean Air (TFCA) funding to Cycle 2. Below are issues to be addressed as the region implements Cycle 2 programming, particularly in light that approval of Cycle 2 will precede approval of the new federal transportation act.

**Revenues:** A revenue growth rate of 3% over prior federal apportionments is assumed for the first year – FY 2012-13. Due to continued uncertainties with federal funding, the estimated revenues for the later years of the program, FY 2013-14 through ~~FY 2015-16~~ **FY 2016-17**, have not been escalated, but held steady at the estimated FY 2012-13 apportionment amount. If there are significant reductions in federal apportionments over the Cycle 2 time period, as in the past, MTC will reconcile the revenue levels following enactment of the New Act by making adjustments later if needed, by postponement of projects or adjustments to subsequent programming cycles.

Assessment (RHNA) and added weighting to acknowledge very low and low income housing. The formula breakdown is as follows with distributions derived from each jurisdiction's proportionate share of the regional total for each factor:

### OBAG Fund Distribution Factors

Factor Weighting	Percentage
Population	50%
RHNA* (total housing units)	12.5%
RHNA (low/very low income housing units)	12.5%
Housing Production** (total housing units)	12.5%
Housing Production (low/very low income housing units)	12.5%

\* RHNA 2014-2022

\*\*Housing Production Report 1999-2006

The objective of this formula is to provide housing incentives to complement the region's Sustainable Community Strategy (SCS) which together with a Priority Development Area (PDA) focused investment strategy will lead to transportation investments that support focused development. The proposed One Bay Area Grant formula also uses actual housing production data from 1999-2006, which has been capped such that each jurisdiction receives credit for housing up to its RHNA allocation. Subsequent funding cycles will be based on housing production from ABAG's next housing report to be published in 2013. The formula also recognizes jurisdictions' RHNA and past housing production (uncapped) contributions to very low and low income housing units. The resulting OBAG fund distribution for each county is presented in Appendix A-4. Funding guarantees are also incorporated in the fund distribution to ensure that all counties receive as much funding under the new funding model as compared to what they would have received under the Cycle 1 framework.

The Commission, working with ABAG, will revisit the funding distribution formula for the next cycle (post **FY2015-16** **FY 2016-17**) to further evaluate how to best incentivize housing production across all income levels and other Plan Bay Area performance objectives.

## CYCLE 2 GENERAL PROGRAMMING POLICIES

The following programming policies apply to all projects funded in Cycle 2:

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 3821. The Commission's adoption of the Cycle 2 program, including policy and procedures meet the provisions of the *MTC Public Participation Plan*. MTC's advisory committees and the Bay

programs, magnetic levitation transportation technology deployment program, and experimental pilot projects. For more detailed guidance see the *CMAQ Program Guidance* (FHWA, November 2008).

In the event that the next surface transportation authorization materially alters these programs, MTC staff will work with project sponsors to match projects with appropriate federal fund programs. MTC reserves the right to assign specific fund sources based on availability and eligibility requirements.

- **RTP Consistency:** Projects included in the Cycle 2 Program must be consistent with the adopted Regional Transportation Plan (RTP), according to federal planning regulations. Each project included in the Cycle 2 Program must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number or reference.
- **Complete Streets (MTC Routine Accommodations of Pedestrians and Bicyclists) Policy:** Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. MTC's Complete Streets policy (Resolution No. 3765) created a checklist that is intended for use on projects to ensure that the accommodation of non-motorized travelers are considered at the earliest conception or design phase. The county Congestion Management Agencies (CMAs) ensure that project sponsors complete the checklist before projects are considered by the county for funds and submitted to MTC. CMAs are required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to CMAs' project selection actions for Cycle 2.

Other state policies include, Caltrans Complete Streets Policy Deputy Directive 64 R1 which stipulates: pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products and SB 1358 California Complete Streets Act, which requires local agency general plan circulation elements to address all travel modes.

- **Project Delivery and Monitoring.** Cycle 2 funding is available in the following ~~four~~ **five** federal fiscal years: FY 2012-13, 2013-14, 2014-15, ~~and~~ FY 2015-16 **and FY 2016-17**. Funds may be programmed in any one of these years, conditioned upon the availability of federal apportionment and obligation authority (OA). This will be determined through the development of an annual obligation plan, which is developed in coordination with the Partnership and project sponsors. However, funds **MUST** be obligated in the fiscal year programmed in the TIP, with all Cycle 2 funds to be obligated no later than January 31, 2017. Specifically, the funds must be obligated by FHWA or transferred to Federal Transit Administration (FTA) within the federal fiscal year that the funds are programmed in the TIP.

All Cycle 2 funding is subject to the Regional Project Funding Delivery Policy and any subsequent revisions (MTC Resolution No. 3606 at [http://www.mtc.ca.gov/funding/delivery/MTC\\_Res\\_3606.pdf](http://www.mtc.ca.gov/funding/delivery/MTC_Res_3606.pdf) . Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by

- A jurisdiction is required to have its general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2007-14 RHNA prior to January 31, 2013. If a jurisdiction submits its housing element to the state on a timely basis for review, but the State's comment letter identifies deficiencies that the local jurisdictions must address in order to receive HCD certification, then the local jurisdiction may submit a request to the Joint MTC Planning / ABAG Administrative Committee for a time extension to address the deficiencies and resubmit its revised draft housing element to HCD for re-consideration and certification.
- ~~For the OBAG cycle subsequent to FY 2015-16, jurisdictions must adopt housing elements by January 31, 2015 (based on a July 2013 SCS adoption date); therefore, jurisdictions will be required to have General Plans with approved housing elements and that comply with the Complete Streets Act of 2008 by that time to be eligible for funding. This schedule allows jurisdictions to meet the housing and complete streets policies through one general plan amendment.~~
- For the OBAG cycle subsequent to FY 2016-17, a jurisdiction is required to have its general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-22 RHNA prior to May 31, 2015. Additionally, a jurisdiction is required to have its general plan circulation element comply with the Complete Streets Act of 2008 prior to January 31, 2016. These deadlines must be met in order to be eligible for funding for the subsequent OBAG cycle.
- OBAG funds may not be programmed to any jurisdiction out of compliance with OBAG policies and other requirements specified in this attachment. The CMA will be responsible for tracking progress towards these requirements and affirming to MTC that a jurisdiction is in compliance prior to MTC programming OBAG funds to its projects in the TIP.
- For a transit agency project sponsor under a JPA or district (not under the governance of a local jurisdiction), the jurisdiction where the project (such as station/stop improvements) is located will need to comply with these policies before funds may be programmed to the transit agency project sponsor. However, this is not required if the project is transit/rail agency property such as, track, rolling stock or transit maintenance facility.
- CMAs will provide documentation for the following prior to programming projects in the TIP:
  - The approach used to select OBAG projects including outreach and a board adopted list of projects
  - Compliance with MTC's complete streets policy
  - A map delineating projects selected outside of PDAs indicating those that are considered to provide proximate access to a PDA including their justifications as outlined on the previous page. CMA staff is expected to use this exhibit when it presents its program of projects to explain the how "proximate access" is defined to their board and the public.

Eligible non-pavement activities and projects include rehabilitation or replacement of existing features on the roadway facility, such as storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps and features that bring the facility to current standards. The jurisdiction must still have a certified PMP to be eligible for improvements to non-pavement features.

Activities that are not eligible for funding include: Air quality non-exempt projects (unless granted an exception by MTC staff), capacity expansion, new roadways, roadway extensions, right of way acquisition (for future expansion), operations, routine maintenance, spot application, enhancements that are above and beyond repair or replacement of existing assets (other than bringing roadway to current standards), and any pavement application not recommended by the Pavement Management Program unless otherwise allowed above.

Federal-Aid Eligible Facilities: Federal-aid highways as defined in 23 U.S.C. 101(a)(5) are eligible for local streets and roads preservation funding. A federal-aid highway is a public road that is not classified as a rural minor collector or local road or lower. Project sponsors must confirm the eligibility of their roadway through the Highway Performance Monitoring System (HPMS) prior to the application for funding.

Federal Aid Secondary (FAS) Program Set-Aside: While passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 dissolved the Federal Aid Secondary (FAS) program, California statutes provide the continuation of minimum funding to counties, guaranteeing their prior FAS shares. The first three years of Cycle 2 were covered up-front under the Cycle 1 FAS program (covering a total 6-year period). The fourth **and fifth** years of Cycle 2 will be covered under the OBAG. Funding provided to the counties by the CMAs under OBAG will count toward the continuation of the FAS program requirement.

### ***3. Bicycle and Pedestrian Improvements***

The Bicycle and Pedestrian program may fund a wide range of bicycle and pedestrian improvements including Class I, II and III bicycle facilities, bicycle education, outreach, sharing and parking, sidewalks, ramps, pathways and pedestrian bridges, user safety and supporting facilities, and traffic signal actuation.

According to CMAQ eligibility requirements, bicycle and pedestrian facilities must not be exclusively recreational and reduce vehicle trips resulting in air pollution reductions. Also to meet the needs of users, hours of operation need to be reasonable and support bicycle / pedestrian needs particularly during commute periods. For example the policy that a trail be closed to users before sunrise or after sunset limits users from using the facility during the peak commute hours, particularly during times of the year with shorter days. These user restrictions indicate that the facility is recreational rather than commute oriented. Also, as contrasted with roadway projects, bicycle and pedestrian projects may be located on or off the federal-aid highway system.

### ***4. Transportation for Livable Communities***

The purpose of Transportation for Livable Communities (TLC) projects is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, high-density neighborhoods, and transit corridors, enhancing their amenities and ambiance and making



- Air quality public education messages: Long-term public education and outreach can be effective in raising awareness that can lead to changes in travel behavior and ongoing emissions reductions; therefore, these activities may be funded indefinitely.
- Non-construction outreach related to safe bicycle use
- Travel Demand Management Activities including traveler information services, shuttle services, carpools, vanpools, parking pricing, etc.

#### Infrastructure Projects

##### Bicycle/Pedestrian Use:

- Constructing bicycle and pedestrian facilities (paths, bike racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas new construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest
- Traffic calming measures

#### Exclusions found to be ineligible uses of CMAQ funds:

- Walking audits and other planning activities (STP based on availability will be provided for these purposes upon CMA's request)
- Crossing guards and vehicle speed feedback devices, traffic control that is primarily oriented to vehicular traffic rather than bicyclists and pedestrians
- Material incentives that lack an educational message or exceeding a nominal cost.

#### **6. Priority Conservation Areas**

This is an outgrowth of the new regional program pilot for the development of Priority Conservation Area (PCA) plans and projects to assist counties to ameliorate outward development expansion and maintain their rural character. A CMA may use OBAG funding to augment grants received from the regionally competitive program or develop its own county PCA program. Generally, eligible projects will include planning, land / easement acquisition, open space access projects, and farm-to-market capital projects.

## **PROGRAM SCHEDULE**

Cycle 2 spans apportionments over ~~four~~ **five** fiscal years: FY 20012-13, FY 2013-14, FY 2014-15 and FY 2015-16 **and FY 2016-17**. Programming in the first year will generally be for the on-going regional operations and regional planning activities which can be delivered immediately, allowing the region to meet the obligation deadlines for use of FY 2012-13 funds. This strategy, at the same time, provides several months during FY 2012-13 for program managers to select projects and for MTC to program projects into the TIP to be obligated during the remaining second, third, **and** fourth **and fifth** years of the Cycle 2 period. If CMAs wish to program any OBAG funds in the first year, MTC will try to accommodate requests depending on available federal apportionments and obligation limitations, as long as the recipient has meet the OBAG requirements.

## Appendix A-1

### Cycle 2 / OBAG 1 Regional and County Programs FY 2012-13 through FY 2016-17 December 2014

#### Cycle 2/OBAG 1 Funding Commitments

Regional Program (millions \$ - rounded)		4-Year Total	FY 2016-17 *	5-Year Total
Regional Categories				
1	Regional Planning Activities	\$7	\$1.8	\$8
2	Regional Operations	\$96	\$9.9	\$106
3	Freeway Performance Initiative	\$96	\$3.2	\$99
4	Pavement Management Program	\$7	\$1.9	\$9
5	Priority Development Activities	\$40		\$40
6	Climate Initiatives	\$20	\$0.3	\$20
7	Safe Routes To School **	\$20	\$2.7	\$23
8	Transit Capital Rehabilitation	\$150		\$150
9	Transit Performance Initiative	\$30		\$30
10	Priority Conservation Area	\$10		\$10
Regional Program Total:		\$475	\$20	\$495
				60%

\* FY 17 funding does not include \$1.488 M redirected from deleted projects in Cycles 1 & 2

\*\* Safe Routes To School assigned to County CMAAs

One Bay Area Grant (OBAG 1) (millions \$ - rounded)		4-Year Total ***	FY 2016-17	5-Year Total
Counties				
1	Alameda	\$63	\$1.0	\$64
2	Contra Costa	\$45	\$0.8	\$46
3	Marin	\$10	\$0.7	\$11
4	Napa	\$6	\$0.7	\$7
5	San Francisco	\$38	\$0.8	\$39
6	San Mateo	\$26	\$0.7	\$27
7	Santa Clara	\$88	\$1.1	\$89
8	Solano	\$18	\$0.7	\$19
9	Sonoma	\$23	\$0.7	\$24
OBAG Total:**		\$320	\$7	\$327
				40%

\*\*\* 4-Year OBAG amounts revised October 2012 to reflect revised RHNA, released July 2012.

Cycle 2/OBAG 1 Total Total:*	\$795	\$27.142	\$822
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NOTE: Amounts may not total due to rounding

## Appendix A-2

### Cycle 2 / OBAG 1 Planning & Outreach FY 2012-13 through FY 2016-17 December 2014

#### OBAG 1 - County CMA Planning

County	Agency	Cycle 2 / OBAG 1 County CMA Planning - Base					CMA-OBAG Augmentation	SubTotal	2016-17 *	
		2012-13	2013-14	2014-15	2015-16	SubTotal			Supplemental	Total
Alameda	ACTC	\$916,000	\$944,000	\$973,000	\$1,003,000	\$3,836,000	\$3,270,000	\$7,106,000	\$1,034,000	\$8,140,000
Contra Costa	CCTA	\$725,000	\$747,000	\$770,000	\$794,000	\$3,036,000	\$1,214,000	\$4,250,000	\$818,000	\$5,068,000
Marin	TAM	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$418,000	\$3,091,000	\$720,000	\$3,811,000
Napa	NCTPA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$0	\$2,673,000	\$720,000	\$3,393,000
San Francisco	SFCTA	\$667,000	\$688,000	\$709,000	\$731,000	\$2,795,000	\$773,000	\$3,568,000	\$753,000	\$4,321,000
San Mateo	SMCCAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$752,000	\$3,425,000	\$720,000	\$4,145,000
Santa Clara	VTA	\$1,014,000	\$1,045,000	\$1,077,000	\$1,110,000	\$4,246,000	\$1,754,000	\$6,000,000	\$1,145,000	\$7,145,000
Solano	STA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$333,000	\$3,006,000	\$720,000	\$3,726,000
Sonoma	SCTA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$0	\$2,673,000	\$720,000	\$3,393,000
County CMAs Total:		\$6,512,000	\$6,714,000	\$6,919,000	\$7,133,000	\$27,278,000	\$8,514,000	\$35,792,000	\$7,350,000	\$43,142,000

#### Regional Agency Planning

		Cycle 2 Regional Agency Planning - Base							2016-17 *	
Regional Agency	2012-13	2013-14	2014-15	2015-16	SubTotal	Augmentation	SubTotal	Supplemental	Total	
ABAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$0	\$2,673,000	\$720,000	\$3,393,000	
BCDC	\$320,000	\$330,000	\$340,000	\$351,000	\$1,341,000	\$0	\$1,341,000	\$360,000	\$1,701,000	
MTC	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$0	\$2,673,000	\$720,000	\$3,393,000	
Regional Agencies Total:	\$1,596,000	\$1,646,000	\$1,696,000	\$1,749,000	\$6,687,000	\$0	\$6,687,000	\$1,800,000	\$8,487,000	

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\* 3% escalation from FY 2015-16 Planning Base

\$42,479,000

\$51,629,000



## Appendix A-3

### Cycle 2 / OBAG 1

### Safe Routes to School County Distribution

FY 2012-13 through FY 2016-17

December 2014

#### Safe Routes To School County Distribution

County	Public School Enrollment (K-12) *	Private School Enrollment (K-12) *	Total School Enrollment (K-12) *	Percentage	FY 13 - FY 16 Annual Funding	SubTotal	FY 2016-17 * Supplemental	Total
					\$5,000,000	\$20,000,000	\$2,650,000	\$22,650,000
Alameda	214,626	24,537	239,163	21%	\$1,073,184	\$4,293,000	\$569,000	\$4,862,000
Contra Costa	166,956	16,274	183,230	16%	\$822,199	\$3,289,000	\$436,000	\$3,725,000
Marin	29,615	5,645	35,260	3%	\$158,220	\$633,000	\$84,000	\$717,000
Napa	20,370	3,036	23,406	2%	\$105,029	\$420,000	\$56,000	\$476,000
San Francisco	56,454	23,723	80,177	7%	\$359,774	\$1,439,000	\$191,000	\$1,630,000
San Mateo	89,971	16,189	106,160	10%	\$476,367	\$1,905,000	\$252,000	\$2,157,000
Santa Clara	261,945	38,119	300,064	27%	\$1,346,462	\$5,386,000	\$713,000	\$6,099,000
Solano	67,117	2,855	69,972	6%	\$313,982	\$1,256,000	\$166,000	\$1,422,000
Sonoma	71,049	5,787	76,836	7%	\$344,782	\$1,379,000	\$183,000	\$1,562,000
<b>Total:</b>	<b>978,103</b>	<b>136,165</b>	<b>1,114,268</b>	<b>100%</b>	<b>\$5,000,000</b>	<b>\$20,000,000</b>	<b>\$2,650,000</b>	<b>\$22,650,000</b>

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\* From California Department of Education for FY 2010-11

# Attachment B-1

MTC Res. No. 4035, Attachment B-1  
 Adopted: 05/17/12-C  
 Revised: 10/24/12-C  
 11/28/12-C 12/19/12-C 01/23/13-C  
 02/27/13-C 05/22/13-C 09/25/13-C  
 11/20/13-C 12/18/13-C 02/26/14-C  
 03/26/14-C 04/23/14-C 05/28/14-C  
 06/25/14-C 07/23/14-C 09/24/14-C  
 11/19/14-C 12/17/14-C

## Cycle 2

## Regional Programs Project List FY 2012-13 through FY 2016-17 December 2014

### Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
<b>CYCLE 2 REGIONAL PROGRAMS</b>		<b>\$453,179,000</b>	<b>\$40,000,000</b>	<b>\$493,179,000</b>
<b>1. REGIONAL PLANNING ACTIVITIES (STP Planning)</b>				
ABAG Planning	ABAG	\$2,673,000	\$0	\$2,673,000
BCDC Planning	BCDC	\$1,341,000	\$0	\$1,341,000
MTC Planning	MTC	\$2,673,000	\$0	\$2,673,000
<b>1. REGIONAL PLANNING ACTIVITIES (STP Planning) TOTAL:</b>		<b>\$6,687,000</b>	<b>\$0</b>	<b>\$6,687,000</b>
<b>2. REGIONAL OPERATIONS (RO)</b>				
511 - Traveler Information	MTC	<b>\$57,800,000</b>	\$0	<b>\$57,800,000</b>
Clipper® Fare Media Collection	MTC	\$21,400,000	\$0	\$21,400,000
<b>SUBTOTAL</b>		<b>\$79,200,000</b>	<b>\$0</b>	<b>\$79,200,000</b>
Incident Management Program	MTC/SAFE	<b>\$12,240,000</b>	\$0	<b>\$12,240,000</b>
FSP/Call Box Program	MTC/SAFE	\$14,462,000	\$0	\$14,462,000
<b>SUBTOTAL</b>		<b>\$26,702,000</b>	<b>\$0</b>	<b>\$26,702,000</b>
<b>2. REGIONAL OPERATIONS (RO) TOTAL:</b>		<b>\$105,902,000</b>	<b>\$0</b>	<b>\$105,902,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>				
Regional Performance Initiatives Implementation	MTC	\$5,750,000	\$0	\$5,750,000
Regional Performance Initiatives Corridor Implementation	MTC/SAFE	<b>\$9,200,000</b>	\$0	<b>\$9,200,000</b>
Program for Arterial System Synchronization (PASS)	MTC	<b>\$9,000,000</b>	\$0	<b>\$9,000,000</b>
<b>PASS - LAVTA Dublin Blvd Transit Performance Initiative</b>	<b>MTC</b>	<b>\$500,000</b>	\$0	<b>\$500,000</b>
<b>PASS - AC Transit South Alameda County Corridors Travel Time Imps</b>	<b>MTC</b>	<b>\$500,000</b>	\$0	<b>\$500,000</b>
<b>SUBTOTAL</b>		<b>\$24,950,000</b>	<b>\$0</b>	<b>\$24,950,000</b>
<b>Ramp Metering and TOS Elements</b>				
FPI - ALA I-580: SJ Co. Line to Vasco & Foothill to Crow Canyon	Caltrans	<b>\$5,150,000</b>	<b>\$0</b>	<b>\$5,150,000</b>
FPI - ALA I-680: SCL Co. Line to CC Co. Line	Caltrans	<b>\$6,292,000</b>	<b>\$14,430,000</b>	<b>\$20,722,000</b>
FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road	Caltrans	\$656,000	\$0	\$656,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1	MTC/SAFE	\$750,000	\$0	\$750,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2	Caltrans	<b>\$8,118,000</b>	\$0	<b>\$8,118,000</b>
FPI - Various Corridors Caltrans Right of Way (ROW)	Caltrans	<b>\$1,245,000</b>	\$0	<b>\$1,245,000</b>
FPI - ALA I-580, I-680, I-880 Corridors - Caltrans PE	Caltrans	<b>\$4,100,000</b>	<b>\$19,570,000</b>	<b>\$23,670,000</b>
FPI - SCL US 101: San Benito County Line to SR 85	Caltrans	<b>\$3,417,000</b>	\$0	<b>\$3,417,000</b>
<del>FPI - SOL I-80: I-505 to Yolo County Line</del>	<del>Caltrans</del>	<del>\$0</del>	<del>\$0</del>	<del>\$0</del>
<b>FPI - MRN 101 - SF Co Line - Son Co Line</b>	<b>Caltrans</b>	<b>\$10,000,000</b>	<b>\$0</b>	<b>\$10,000,000</b>
FPI - SON 101 - MRN Co Line - Men Co Line	MTC	\$350,000	\$0	\$350,000
<b>SUBTOTAL</b>		<b>\$40,078,000</b>	<b>\$34,000,000</b>	<b>\$74,078,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI) TOTAL:</b>		<b>\$65,028,000</b>	<b>\$34,000,000</b>	<b>\$99,028,000</b>
<b>4. PAVEMENT MANAGEMENT PROGRAM (PMP)</b>				
Pavement Management Program (PMP)	MTC	<b>\$1,600,000</b>	\$0	<b>\$1,600,000</b>
Pavement Technical Advisory Program (PTAP)	MTC	<b>\$7,500,000</b>	\$0	<b>\$7,500,000</b>
<b>4. PAVEMENT MANAGEMENT PROGRAM (PMP) TOTAL:</b>		<b>\$9,100,000</b>	<b>\$0</b>	<b>\$9,100,000</b>
<b>5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION</b>				
<b>Regional PDA Implementation</b>				
PDA Planning - ABAG	ABAG	\$2,000,000	\$0	\$2,000,000
<b>SUBTOTAL</b>		<b>\$2,000,000</b>	<b>\$0</b>	<b>\$2,000,000</b>
<b>Transit Oriented Affordable Housing (TOAH)</b>				
SF Park Parking Pricing (Transit Oriented Affordable Housing Exchange) SFMTA		\$10,000,000	\$0	\$10,000,000
<b>SUBTOTAL</b>		<b>\$10,000,000</b>	<b>\$0</b>	<b>\$10,000,000</b>
<b>Local PDA Planning</b>				
Local PDA Planning - Alameda	ACTC	\$3,905,000	\$0	\$3,905,000
Local PDA Planning - Contra Costa	CCTA	\$2,745,000	\$0	\$2,745,000
Local PDA Planning - Marin	TAM	\$750,000	\$0	\$750,000
Local PDA Planning - City of Napa	Napa	\$275,000	\$0	\$275,000
Local PDA Planning - American Canyon	American Canyon	\$475,000	\$0	\$475,000
Local PDA Planning - San Francisco	SF City/County	\$2,380,000	\$0	\$2,380,000
Local PDA Planning - San Mateo	SMCCAG	\$1,608,000	\$0	\$1,608,000
Local PDA Planning - Santa Clara	VTA	\$4,608,695	\$0	\$4,608,695
<b>San Jose Stevens Creek/Santana Row/Winchester Specific Plan</b>	<b>MTC/San Jose</b>	<b>\$640,305</b>	<b>\$0</b>	<b>\$640,305</b>
<b>Santa Clara El Camino Corridor Precise Plan</b>	<b>MTC/Santa Clara</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$100,000</b>
Local PDA Planning - Solano	STA	\$1,066,000	\$0	\$1,066,000
Santa Rosa - Roseland/Sebastopol Road PDA Planning	Santa Rosa	\$647,000	\$0	\$647,000
Sonoma County - Sonoma Springs Area Plan	Sonoma County	\$450,000	\$0	\$450,000
Sonoma County - Airport Employment Center Planning	Sonoma County	\$350,000	\$0	\$350,000

# Attachment B-1

MTC Res. No. 4035, Attachment B-1  
 Adopted: 05/17/12-C  
 Revised: 10/24/12-C  
 11/28/12-C 12/19/12-C 01/23/13-C  
 02/27/13-C 05/22/13-C 09/25/13-C  
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 03/26/14-C 04/23/14-C 05/28/14-C  
 06/25/14-C 07/23/14-C 09/24/14-C  
 11/19/14-C 12/17/14-C

## Cycle 2

## Regional Programs Project List FY 2012-13 through FY 2016-17 December 2014

### Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
<b>CYCLE 2 REGIONAL PROGRAMS</b>		<b>\$453,179,000</b>	<b>\$40,000,000</b>	<b>\$493,179,000</b>
<b>SUBTOTAL</b>		<b>\$20,000,000</b>	<b>\$0</b>	<b>\$20,000,000</b>

<b>Regional PDA Planning</b>				
<i>Regional PDA Implementation Priorities</i>				
Bay Area Transit Core Capacity Study	MTC	\$250,000	\$0	\$250,000
Public Lands Near Rail Corridors Assessment	MTC	\$500,000	\$0	\$500,000
PDA Implementation Studies/Forums	MTC	\$156,500	\$0	\$156,500
State Route 82 Relinquishment Exploration Study	MTC/VTA	\$275,000	\$0	\$275,000
<i>PDA Planning</i>				
Oakland Downtown Specific Plan	Oakland	\$750,000	\$0	\$750,000
South Berkeley/ Adeline/Ashby BART Specific Plan	Berkeley	\$750,000	\$0	\$750,000
Bay Fair BART Transit Village Specific Plan	San Leandro	\$440,000	\$0	\$440,000
Alameda Naval Air Station Specific Plan	Alameda	\$250,000	\$0	\$250,000
Del Norte BART Station Precise Plan	El Cerrito	\$302,500	\$0	\$302,500
Mission Bay Railyard and I-280 Alternatives	San Francisco	\$700,000	\$0	\$700,000
Santa Clara El Camino Corridor Precise Plan	Santa Clara	\$750,000	\$0	\$750,000
Sunnyvale El Camino Corridor Precise Plan	Sunnyvale	\$587,000	\$0	\$587,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	San Jose	\$750,000	\$0	\$750,000
<i>Staff Assistance</i>				
Alameda PDA TDM Plan	Alameda	\$150,000	\$0	\$150,000
Downtown Livermore Parking Implementation Plan	Livermore	\$100,000	\$0	\$100,000
Oakland Transportation Impact Review Streamlining	Oakland	\$300,000	\$0	\$300,000
Oakland Complete Streets, Design Guidance, Circulation Element Update	Oakland	\$235,000	\$0	\$235,000
Downtown Oakland Parking Management Strategy	Oakland	\$200,000	\$0	\$200,000
<i>Technical Assistance</i>				
Concord Salvio Streetscape	Concord	\$50,000	\$0	\$50,000
South Richmond Affordable Housing and Commercial Linkage	Richmond	\$60,000	\$0	\$60,000
San Mateo Planning/Growth Forum Series	San Mateo	\$25,000	\$0	\$25,000
South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis	SSF	\$60,000	\$0	\$60,000
Milpitas Transit Area Parking Analysis	Milpitas	\$60,000	\$0	\$60,000
Morgan Hill Housing/Employment Market Demand/Circulation Analysis	Morgan Hill	\$60,000	\$0	\$60,000
Sab Jose West San Carlos Master Streetscape Plan	San Jose	\$60,000	\$0	\$60,000
Sunnyvale Mathilda Ave Downtown Plan Line	Sunnyvale	\$60,000	\$0	\$60,000
Downtown Sunnyvale Block 15 Sale/Land Exchange	Sunnyvale	\$59,000	\$0	\$59,000
Sunnyvale El Camino Street Space Allocation Study	Sunnyvale	\$60,000	\$0	\$60,000
<b>SUBTOTAL</b>		<b>\$8,000,000</b>	<b>\$0</b>	<b>\$8,000,000</b>
<b>5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION</b>		<b>TOTAL: \$40,000,000</b>	<b>\$0</b>	<b>\$40,000,000</b>

<b>6. CLIMATE INITIATIVES PROGRAM (CIP)</b>				
<i>Car Sharing</i>				
<u>Hayward RFP for Car Sharing Services</u>	<u>Hayward</u>	<u>\$200.480</u>	<u>\$0</u>	<u>\$200.480</u>
<u>Oakland Car Share and Outreach Program</u>	<u>Oakland</u>	<u>\$320.526</u>	<u>\$0</u>	<u>\$320.526</u>
<u>CCTA Car Share4All</u>	<u>CCTA</u>	<u>\$973.864</u>	<u>\$0</u>	<u>\$973.864</u>
<u>TAM Car Share CANAL</u>	<u>TAM</u>	<u>\$125.000</u>	<u>\$0</u>	<u>\$125.000</u>
<u>City of San Mateo Car Sharing - A Catalyst for Change</u>	<u>San Mateo</u>	<u>\$210.000</u>	<u>\$0</u>	<u>\$210.000</u>
<u>Santa Rosa Car Share</u>	<u>SCTA</u>	<u>\$170.130</u>	<u>\$0</u>	<u>\$170.130</u>
<u>Public Education Outreach</u>	<u>MTC</u>	<u>\$312.000</u>	<u>\$0</u>	<u>\$312.000</u>
Transportation Demand Management	MTC	\$6,000,000	\$0	\$6,000,000
Bay Area Bike Share (Phase II)	MTC/BAAQMD	\$6,000,000	\$0	\$6,000,000
EV Charging Infrastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	\$0	\$6,000,000	\$6,000,000
<b>6. CLIMATE INITIATIVES PROGRAM (CIP)</b>	<b>TOTAL:</b>	<b>\$14,312,000</b>	<b>\$6,000,000</b>	<b>\$20,312,000</b>

\* Selected and funded by the BAAQMD. Listed here for informational purposes only

<b>7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)</b>				
<i>Specific projects TBD by CMAAs</i>				
<u>Alameda County SRTS Program - Supplemental</u>	<u>ACTC</u>	<u>\$569.000</u>	<u>\$0</u>	<u>\$569.000</u>
<u>Contra Costa County SRTS Program - Supplemental</u>	<u>CCTA</u>	<u>\$436.000</u>	<u>\$0</u>	<u>\$436.000</u>
<u>Marin County SRTS Program - Supplemental</u>	<u>TAM</u>	<u>\$84.000</u>	<u>\$0</u>	<u>\$84.000</u>
<u>Napa County SRTS Program - Supplemental</u>	<u>NCTPA</u>	<u>\$56.000</u>	<u>\$0</u>	<u>\$56.000</u>
<u>San Francisco County SRTS Program - Supplemental</u>	<u>SFCTA</u>	<u>\$191.000</u>	<u>\$0</u>	<u>\$191.000</u>
<u>San Mateo County SRTS Program - Supplemental</u>	<u>SMCCAG</u>	<u>\$252.000</u>	<u>\$0</u>	<u>\$252.000</u>
<u>Santa Clara County SRTS Program - Supplemental</u>	<u>Santa Clara</u>	<u>\$713.000</u>	<u>\$0</u>	<u>\$713.000</u>
<u>Solano County SRTS Program - Supplemental</u>	<u>STA</u>	<u>\$166.000</u>	<u>\$0</u>	<u>\$166.000</u>
<u>Sonoma County SRTS Program - Supplemental</u>	<u>SCTA</u>	<u>\$183.000</u>	<u>\$0</u>	<u>\$183.000</u>

# Attachment B-1

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 Adopted: 05/17/12-C  
 Revised: 10/24/12-C  
 11/28/12-C 12/19/12-C 01/23/13-C  
 02/27/13-C 05/22/13-C 09/25/13-C  
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 11/19/14-C 12/17/14-C

## Cycle 2

## Regional Programs Project List FY 2012-13 through FY 2016-17 December 2014

### Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
<b>CYCLE 2 REGIONAL PROGRAMS</b>		<b>\$453,179,000</b>	<b>\$40,000,000</b>	<b>\$493,179,000</b>
Alameda County SRTS Program	ACTC	\$4,293,000	\$0	\$4,293,000
Cavallo Rd, Drake St, and 'G' Street Safe Routes to School Imps	Antioch	\$330,000	\$0	\$330,000
Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd	Concord	\$504,900	\$0	\$504,900
Port Chicago Hwy/Willow Pass Rd Pedestrian & Bicycle Imps	Contra Costa County	\$441,700	\$0	\$441,700
West Contra Costa SRTS Non-Infrastructure Program	Contra Costa County	\$709,800	\$0	\$709,800
Vista Grande Street Pedestrian Safe Routes to School Imps	Danville	\$157,000	\$0	\$157,000
Happy Valley Road Walkway Safe Routes to School Imps	Lafayette	\$100,000	\$0	\$100,000
Moraga Road Safe Routes to School Bicycle/Pedestrian Imps	Moraga	\$100,000	\$0	\$100,000
Orinda Sidewalk Imps	Orinda	\$100,000	\$0	\$100,000
Pittsburg School Area Safety Imps	Pittsburg	\$203,000	\$0	\$203,000
Pleasant Hill - Boyd Road and Elinora Drive Sidewalks	Pleasant Hill	\$395,000	\$0	\$395,000
San Ramon School Crossings Enhancements	San Ramon	\$247,600	\$0	\$247,600
Marin County SRTS Program	TAM	\$633,000	\$0	\$633,000
Napa County SRTS Non-Infrastructure Program	NCTPA	\$420,000	\$0	\$420,000
San Francisco SRTS Non-Infrastructure Program	SFDPH	\$1,439,000	\$0	\$1,439,000
San Mateo County SRTS Program	SMCCAG	\$1,905,000	\$0	\$1,905,000
Campbell - Virginia Avenue Sidewalks	Campbell	\$708,000	\$0	\$708,000
Mountain View - El Camino to Miramonte Complete Streets	Mountain View	\$840,000	\$0	\$840,000
Mountain View SRTS Non-Infrastructure Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto - Arastradero Road Schoolscape/Multi-use Trail	Palo Alto	\$1,000,000	\$0	\$1,000,000
San Jose - Walk N' Roll Phase 2	San Jose	\$1,000,000	\$0	\$1,000,000
City of Santa Clara SRTS Non-Infrastructure Program Phase 2	Santa Clara	\$500,000	\$0	\$500,000
Santa Clara County SRTS Non-Infrastructure Program	Santa Clara County	\$838,000	\$0	\$838,000
Solano County SRTS Non-Infrastructure Program	STA	\$1,256,000	\$0	\$1,256,000
Sonoma County SRTS Program	Sonoma County TPW	\$1,379,000	\$0	\$1,379,000
<b>7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)</b>		<b>TOTAL: \$22,650,000</b>	<b>\$0</b>	<b>\$22,650,000</b>

<b>8. TRANSIT CAPITAL REHABILITATION PROGRAM</b>				
SolTrans - Preventive Maintenance	SolTrans	\$1,000,000	\$0	\$1,000,000
<b>Transit Capital Rehabilitation</b>				
<i>Specific Projects TBD by Commission</i>				
ECCTA Replace Eleven 2001 40' Buses	ECCTA	\$636,763	\$0	\$636,763
BART Car Exchange Preventative Maintenance	BART	\$2,831,849	\$0	\$2,831,849
Clipper Fare Collection Equipment Replacement	MTC	\$9,994,633	\$0	\$9,994,633
SFMTA - New 60' Flyer Trolley Bus Replacement	SFMTA	\$15,502,261	\$0	\$15,502,261
VTA Preventive Maintenance (for vehicle replacement)	VTA	\$3,349,722	\$0	\$3,349,722
<b>Clipper Back Office Fare Collection Equipment Replacement</b>	<b>MTC</b>	<b>\$2,684,772</b>	<b>\$0</b>	<b>\$2,684,772</b>
Unanticipated Cost Reserve	TBD	\$2,000,000	\$0	\$2,000,000
<b>SUBTOTAL</b>		<b>\$37,000,000</b>	<b>\$0</b>	<b>\$37,000,000</b>
<b>Transit Performance Initiative (TPI) Incentive Program</b>				
<i>Specific Projects TBD by Commission</i>				
TPI - AC Transit Spectrum Ridership Growth	AC Transit	\$1,802,676	\$0	\$1,802,676
TPI - ACE Positive Train Control	SJRRRC/ACE	\$129,156	\$0	\$129,156
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin Transit	\$99,289	\$0	\$99,289
TPI - BART Train Car Accident Repair	BART	\$1,493,189	\$0	\$1,493,189
TPI - BART 24th Street Train Control Upgrade	BART	\$2,000,000	\$0	\$2,000,000
TPI - SFMTA Preventive Maintenance (for low income youth pass)	SFMTA	\$1,600,000	\$0	\$1,600,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	SFMTA	\$5,120,704	\$0	\$5,120,704
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	\$1,302,018	\$0	\$1,302,018
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit	\$2,155,405	\$0	\$2,155,405
TPI - BART - Metro Priority Track Elements	BART	\$3,459,057	\$0	\$3,459,057
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	\$44,200	\$0	\$44,200
TPI - Caltrain - Control Point Installation	Caltrain	\$1,375,566	\$0	\$1,375,566
TPI - CCCTA - 511 Real-Time Interface	CCCTA	\$100,000	\$0	\$100,000
TPI - CCCTA - Implementation of Access Improvement	CCCTA	\$180,000	\$0	\$180,000
TPI - Petaluma - Transit Signal Priority, Phase I	City of Petaluma	\$152,222	\$0	\$152,222
TPI - Santa Rosa - CityBus COA and Service Plan	City of Santa Rosa	\$100,000	\$0	\$100,000
TPI - Vacaville - City Coach Public Transit Marketing / Public Outreach	City of Vacaville	\$171,388	\$0	\$171,388
TPI - Marin Transit - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	\$116,728	\$0	\$116,728
TPI - NCTPA - Bus Mobility Device Retrofits	NCTPA	\$120,988	\$0	\$120,988

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 11/28/12-C 12/19/12-C 01/23/13-C  
 02/27/13-C 05/22/13-C 09/25/13-C  
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 03/26/14-C 04/23/14-C 05/28/14-C  
 06/25/14-C 07/23/14-C 09/24/14-C  
 11/19/14-C 12/17/14-C

## Cycle 2

## Regional Programs Project List FY 2012-13 through FY 2016-17 December 2014

### Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
<b>CYCLE 2 REGIONAL PROGRAMS</b>		<b>\$453,179,000</b>	<b>\$40,000,000</b>	<b>\$493,179,000</b>
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	\$687,240	\$0	\$687,240
TPI - SFMTA - Light Rail Vehicle (LRV) Propulsion System	SFMTA	\$4,629,676	\$0	\$4,629,676
TPI - Sonoma County Transit - 30-foot CNG Bus Replacements	Sonoma County	\$173,052	\$0	\$173,052
Specific Transit Performance Initiative Incentive Program projects - TBD	TBD	\$32,987,446	\$0	\$32,987,446
<b>SUBTOTAL</b>		<b>\$60,000,000</b>	<b>\$0</b>	<b>\$60,000,000</b>
<b>8. TRANSIT CAPITAL REHABILITATION PROGRAM</b>		<b>TOTAL: \$98,000,000</b>	<b>\$0</b>	<b>\$98,000,000</b>
<b>9. TRANSIT PERFORMANCE INITIATIVE (TPI)</b>				
<b>TPI - Capital Investment Program</b>				
TPI-1 - AC Transit Line 51 Corridor Speed Protection and Restoration	AC Transit	\$10,515,624	\$0	\$10,515,624
TPI-1 - SFMTA Mission Mobility Maximization	SFMTA	\$5,383,109	\$0	\$5,383,109
TPI-1 - SFMTA N-Judah Mobility Maximization	SFMTA	\$5,383,860	\$0	\$5,383,860
TPI-1 - SFMTA Potrero Ave Fast Track Transit and Streetscape Imps	SFMTA	\$4,133,031	\$0	\$4,133,031
TPI-1 - VTA Light Rail Transit Signal Priority	VTA	\$1,587,176	\$0	\$1,587,176
TPI-1 - VTA Stevens Creek - Limited 323 Transit Signal Priority	VTA	\$712,888	\$0	\$712,888
TPI-1 - MTC Clipper Phase III Implementation	MTC	\$8,000,000	\$0	\$8,000,000
TPI-2 - AC Transit South Alameda County Corridors Travel Time Imps	AC Transit	\$5,000,000	\$0	\$5,000,000
TPI-2 - LAVTA Dublin Blvd Transit Performance Initiative	LAVTA	\$1,009,440	\$0	\$1,009,440
TPI-2 - SFMTA Colored Lanes on MTA Rapid Network	SFMTA	\$1,784,880	\$0	\$1,784,880
TPI-2 - SFMTA Muni Forward Capital Transit Enhancements	SFMTA	\$3,205,680	\$0	\$3,205,680
TPI-2 - VTA Prev. Maint. (Mountain View Double Track Phase 1)	VTA	\$8,000,000	\$0	\$8,000,000
Unprogrammed Transit Performance Initiative Reserve	TBD	\$27,284,312	\$0	\$27,284,312
<b>9. TRANSIT PERFORMANCE INITIATIVE (TPI)</b>		<b>TOTAL: \$82,000,000</b>	<b>\$0</b>	<b>\$82,000,000</b>
<b>10. PRIORITY CONSERVATION AREA (PCA)</b>				
<b>North Bay PCA Program</b>				
<i>Specific projects TBD by North Bay CMAs</i>				
Marin PCA - Bayfront Park Recreational Bay Access	Mill Valley	\$100,000	\$0	\$100,000
Marin PCA - Mill Valley - Sausalito Pathway Preservation	Marin County	\$320,000	\$0	\$320,000
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	\$80,000	\$0	\$80,000
Marin PCA - Thatcher Ranch Easement Acq. (pending exchange)	Novato	\$250,000	\$0	\$250,000
Marin PCA - Pacheco Hill Parkland Acq. (pending exchange)	Novato	\$500,000	\$0	\$500,000
Napa PCA - Silverado Trail Yountville-Napa Safety Imps	Napa County	\$143,000	\$0	\$143,000
Napa PCA: Napa Soscol Headwaters Preserve Acq. (Silverado Trail Phase G Overlay)	Napa County	\$1,107,000	\$0	\$1,107,000
Solano PCA - Suisun Valley Bicycle and Pedestrian Imps	Solano County	\$1,175,000	\$0	\$1,175,000
Solano PCA - Solano PCA Assessment Plan	STA	\$75,000	\$0	\$75,000
Sonoma PCA - Bodega Hwy Roadway Preservation	Sonoma County	\$1,000,000	\$0	\$1,000,000
Sonoma PCA - Sonoma County Urban Footprint Planning	Sonoma County	\$250,000	\$0	\$250,000
<b>SUBTOTAL</b>		<b>\$5,000,000</b>	<b>\$0</b>	<b>\$5,000,000</b>
<b>Peninsula, Southern and Eastern Counties PCA Program</b>				
Bay Trail Shoreline Access Staging Area	Berkeley	\$500,000	\$0	\$500,000
<b>Brentwood Wallace Ranch Easement (pending exchange)</b>	<b>ECTA</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Breuner Marsh Restoration and Public Access	EBRPD	\$1,000,000	\$0	\$1,000,000
SF Bay Trail, Pinole Shores to Bay Front Park	EBRPD	\$119,711	\$0	\$119,711
Coyote Creek Trail: Brokaw Road to Union Pacific Railroad	San Jose	\$712,700	\$0	\$712,700
Pier 70 - Crane Cove Park	Port of SF	\$1,000,000	\$0	\$1,000,000
Twin Peaks Connectivity Conceptual Plan	SF Rec. and Parks	\$167,589	\$0	\$167,589
Southern Skyline Blvd. Ridge Trail Extension	SF PUC	\$1,000,000	\$0	\$1,000,000
<b>SUBTOTAL</b>		<b>\$4,500,000</b>	<b>\$0</b>	<b>\$4,500,000</b>
<b>10. PRIORITY CONSERVATION AREA (PCA)</b>		<b>TOTAL: \$9,500,000</b>	<b>\$0</b>	<b>\$9,500,000</b>
<b>CYCLE 2 REGIONAL PROGRAMS TOTAL</b>		<b>TOTAL: \$453,179,000</b>	<b>\$40,000,000</b>	<b>\$493,179,000</b>

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# Attachment B-2

MTC Resolution No. 4035, Attachment B-2

## Cycle 2 OBAG Project List FY 2012-13 through FY 2016-17 December 2014

Adopted: 05/17/12-C  
Revised: 10/24/12-C  
12/19/12-C 01/23/13-C  
05/22/13-C 09/25/13-C  
11/20/13-C 01/22/14-C  
02/26/14-C 05/28/14-C  
09/24/14-C 12/17/14-C

### OBAG Program Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
<b>CYCLE 2 COUNTY OBAG PROGRAMMING</b>		<b>\$309,314,000</b>	<b>\$18,036,000</b>	<b>\$327,350,000</b>
<b>ALAMEDA COUNTY</b>				
<i>Specific projects TBD by Alameda CMA</i>		\$0	\$0	\$0
CMA Base Planning Activities - Alameda	ACTC	\$3,836,000	\$0	\$3,836,000
CMA Planning Activities Augmentation - Alameda	ACTC	\$3,270,000	\$0	\$3,270,000
<b>CMA Planning Activities FY 2016-17 Supplement - Alameda</b>	<b>ACTC</b>	<b>\$1,034,000</b>	<b>\$0</b>	<b>\$1,034,000</b>
Alameda County Safe Routes to School Program	ACTC	\$2,000,000	\$0	\$2,000,000
Alameda City Complete Streets	Alameda (City)	\$635,000	\$0	\$635,000
Alameda County Various Streets and Roads Preservation	Alameda County	\$1,665,000	\$0	\$1,665,000
Berkeley Downtown BART Plaza Streetscape	BART	\$340,000	\$3,726,000	\$4,066,000
Shattuck Ave Complete Streets and De-Couplet	Berkeley	\$2,777,000	\$0	\$2,777,000
Berkeley - Hearst Avenue Complete Streets	Berkeley	\$2,156,000	\$0	\$2,156,000
Dublin Boulevard Preservation	Dublin	\$470,000	\$0	\$470,000
Emeryville - Hollis Street Preservation	Emeryville	\$100,000	\$0	\$100,000
Fremont Various Streets and Roads Preservation	Fremont	\$2,105,000	\$0	\$2,105,000
Fremont City Center Multi-Modal Imps	Fremont	\$5,855,000	\$0	\$5,855,000
Hayward - Industrial Boulevard Preservation	Hayward	\$1,335,000	\$0	\$1,335,000
Livermore Various Streets Preservation	Livermore	\$1,053,000	\$0	\$1,053,000
Enterprise Drive Complete Streets and Road Diet	Newark	\$454,000	\$0	\$454,000
Oakland Complete Streets	Oakland	\$3,851,000	\$0	\$3,851,000
7th Street West Oakland Transit Village Phase 2	Oakland	\$3,288,000	\$0	\$3,288,000
Lakeside Complete Streets and Road Diet	Oakland	\$7,000,000	\$0	\$7,000,000
Oakland - Peralta and MLK Jr. Way Streetscape- Phase I	Oakland	\$5,452,000	\$0	\$5,452,000
Lake Merritt BART Bikeways	Oakland	\$571,000	\$0	\$571,000
Piedmont Complete Streets	Piedmont	\$129,000	\$0	\$129,000
Pleasanton Complete Streets	Pleasanton	\$832,000	\$0	\$832,000
San Leandro Boulevard Preservation	San Leandro	\$804,000	\$0	\$804,000
Whipple Road Complete Streets	Union City	\$669,000	\$0	\$669,000
Union City BART TLC Phase 2	Union City	\$8,692,000	\$0	\$8,692,000
<b>ALAMEDA COUNTY TOTAL:</b>		<b>\$60,373,000</b>	<b>\$3,726,000</b>	<b>\$64,099,000</b>
<b>CONTRA COSTA COUNTY</b>				
<i>Specific projects TBD by Contra Costa CMA</i>	TBD	\$0	\$0	\$0
CMA Base Planning Activities - Contra Costa	CCTA	\$3,036,000	\$0	\$3,036,000
CMA Planning Activities Augmentation - Contra Costa	CCTA	\$1,214,000	\$0	\$1,214,000
<b>CMA Planning Activities FY 2016-17 Supplement - Contra Costa</b>	<b>CCTA</b>	<b>\$818,000</b>	<b>\$0</b>	<b>\$818,000</b>
Antioch 9th Street Preservation	Antioch	\$673,000	\$0	\$673,000
Richmond BART Station Intermodal Imps.	BART	\$2,900,000	\$0	\$2,900,000
Balfour Road Preservation	Brentwood	\$290,000	\$0	\$290,000
Clayton Various Streets Preservation	Clayton	\$386,000	\$0	\$386,000
Concord BART Station Bicycle and Ped. Access Imps.	Concord	\$0	\$1,195,000	\$1,195,000
Detroit Avenue Bicycle and Pedestrian Imps.	Concord	\$965,000	\$1,189,000	\$2,154,000
Concord Various Streets Preservation	Concord	\$757,000	\$0	\$757,000
Contra Costa County Various Streets and Roads Preservation	Contra Costa County	\$1,941,000	\$0	\$1,941,000
Danville Various Streets and Roads Preservation	Danville	\$933,000	\$0	\$933,000
El Cerrito Various Streets and Roads Preservation	El Cerrito	\$630,000	\$0	\$630,000
El Cerrito Ohlone Greenway Bike and Ped. Imps.	El Cerrito	\$3,468,000	\$0	\$3,468,000
Hercules Intermodal Transit Center	Hercules	\$2,584,000	\$0	\$2,584,000
Hercules - Refugio Valley Road Preservation	Hercules	\$702,000	\$0	\$702,000
Lafayette - Mt. Diablo Blvd West Preservation	Lafayette	\$584,000	\$0	\$584,000
Martinez Various Streets and Roads Preservation	Martinez	\$1,023,000	\$0	\$1,023,000
Moraga Various Streets and Roads Preservation	Moraga	\$709,000	\$0	\$709,000
Oakley Various Streets and Roads Preservation	Oakley	\$1,031,000	\$0	\$1,031,000
Ivy Street Preservation	Orinda	\$552,000	\$0	\$552,000
Pinole - San Pablo Avenue Preservation	Pinole	\$453,000	\$0	\$453,000
Pittsburg - Railroad Avenue Preservation	Pittsburg	\$299,000	\$0	\$299,000
Pittsburg Multimodal Station Bike/Ped Access Imps.	Pittsburg	\$1,300,000	\$0	\$1,300,000
Golf Club Road Roundabout and Bike/Ped Imps.	Pleasant Hill	\$4,770,000	\$0	\$4,770,000
Pleasant Hill - Contra Costa Boulevard Preservation	Pleasant Hill	\$799,000	\$0	\$799,000
Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	\$413,000	\$0	\$413,000
Richmond Local Streets and Roads Preservation	Richmond	\$3,030,000	\$0	\$3,030,000
San Pablo Various Streets and Roads Preservation	San Pablo	\$454,000	\$0	\$454,000
San Pablo Avenue Bicycle and Pedestrian Imps.	San Pablo	\$5,978,000	\$0	\$5,978,000
San Ramon Valley Blvd Preservation	San Ramon	\$291,000	\$0	\$291,000
Walnut Creek North Main Street Preservation	Walnut Creek	\$655,000	\$0	\$655,000
<b>CONTRA COSTA COUNTY TOTAL:</b>		<b>\$43,638,000</b>	<b>\$2,384,000</b>	<b>\$46,022,000</b>
<b>MARIN COUNTY</b>				



# Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

12/19/12-C 01/23/13-C

05/22/13-C 09/25/13-C

11/20/13-C 01/22/14-C

02/26/14-C 05/28/14-C

09/24/14-C 12/17/14-C

## Cycle 2

## OBAG Project List

FY 2012-13 through FY 2016-17

December 2014

## OBAG Program Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
<b>CYCLE 2 COUNTY OBAG PROGRAMMING</b>		<b>\$309,314,000</b>	<b>\$18,036,000</b>	<b>\$327,350,000</b>
<i>Specific projects TBD by Marin CMA</i>	TBD	\$0	\$0	\$0
CMA Base Planning Activities - Marin	TAM	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - Marin	TAM	\$418,000	\$0	\$418,000
<b>CMA Planning Activities FY 2016-17 Supplement - Marin</b>	<b>TAM</b>	<b>\$720,000</b>	<b>\$0</b>	<b>\$720,000</b>
Central Marin Ferry Bike/Ped Connection	TAM	\$1,500,000	\$0	\$1,500,000
Bolinas Avenue and Sir Francis Drake Intersection Imps.	Ross	\$274,000	\$0	\$274,000
San Rafael Various Streets and Roads Preservation	San Rafael	\$457,000	\$0	\$457,000
San Rafael Transit Center Pedestrian Access Imps.	San Rafael	\$1,900,000	\$0	\$1,900,000
Fairfax Parkade Circulation and Safety Imps.	Fairfax	\$0	\$300,000	\$300,000
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$243,000	\$407,000	\$650,000
Donahue Street Preservation	Marin County	\$1,077,000	\$0	\$1,077,000
DeLong Ave. and Ignacio Blvd Preservation	Novato	\$779,000	\$0	\$779,000
<b>MARIN COUNTY</b>	<b>TOTAL:</b>	<b>\$10,041,000</b>	<b>\$707,000</b>	<b>\$10,748,000</b>

<b>NAPA COUNTY</b>				
<i>Specific projects TBD by Napa - NCTPA</i>	TBD	\$0	\$0	\$0
CMA Base Planning Activities - Napa	NCTPA	\$2,673,000	\$0	\$2,673,000
<b>CMA Planning Activities FY 2016-17 Supplement - Napa</b>	<b>NCTPA</b>	<b>\$720,000</b>	<b>\$0</b>	<b>\$720,000</b>
Napa City North/South Bike Connection	Napa (City)	\$300,000	\$0	\$300,000
California Avenue Roundabouts	Napa (City)	\$2,463,000	\$431,000	\$2,894,000
Silverado Trail Phase "H" Preservation	Napa County	\$794,000	\$0	\$794,000
<b>NAPA COUNTY</b>	<b>TOTAL:</b>	<b>\$6,950,000</b>	<b>\$431,000</b>	<b>\$7,381,000</b>

<b>SAN FRANCISCO COUNTY</b>				
<i>Specific projects TBD by San Francisco CMA</i>		\$0	\$0	\$0
CMA Base Planning Activities - San Francisco	SFCTA	\$2,795,000	\$0	\$2,795,000
CMA Planning Activities Augmentation - San Francisco	SFCTA	\$773,000	\$0	\$773,000
<b>CMA Planning Activities FY 2016-17 Supplement - San Francisco</b>	<b>SFCTA</b>	<b>\$753,000</b>	<b>\$0</b>	<b>\$753,000</b>
Longfellow Safe Routes to School	SF DPW	\$670,307	\$0	\$670,307
ER Taylor Safe Routes to School	SF DPW	\$519,631	\$0	\$519,631
Chinatown Broadway Complete Streets Phase IV	SF DPW	\$3,410,536	\$1,910,000	\$5,320,536
Mansell Corridor Complete Streets	SFCTA	\$1,762,239	\$0	\$1,762,239
Masonic Avenue Complete Streets	SFMTA	\$10,227,539	\$0	\$10,227,539
Second Street Complete Streets	SFMTA	\$10,515,748	\$0	\$10,515,748
Transbay Center Bicycle and Pedestrian Imps.	TJPA	\$6,000,000	\$0	\$6,000,000
<b>SAN FRANCISCO COUNTY</b>	<b>TOTAL:</b>	<b>\$37,427,000</b>	<b>\$1,910,000</b>	<b>\$39,337,000</b>

<b>SAN MATEO COUNTY</b>				
<i>Specific projects TBD by San Mateo CMA</i>		\$0	\$0	\$0
CMA Base Planning Activities - San Mateo	SMCCAG	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - San Mateo	SMCCAG	\$752,000	\$0	\$752,000
<b>CMA Planning Activities FY 2016-17 Supplement - San Mateo</b>	<b>SMCCAG</b>	<b>\$720,000</b>	<b>\$0</b>	<b>\$720,000</b>
PDA Planning Augmentation - San Mateo	SMCCAG	\$84,000	\$0	\$84,000
Atherton Various Streets and Roads Preservation	Atherton	\$285,000	\$0	\$285,000
Belmont Various Streets and Roads Preservation	Belmont	\$534,000	\$0	\$534,000
Ralston Road Pedestrian Improvements	Belmont	\$250,000	\$0	\$250,000
Old County Road Bike and Pedestrian Imps	Belmont	\$270,000	\$0	\$270,000
Carolyn Avenue Complete Streets and Road Diet	Burlingame	\$986,000	\$0	\$986,000
US 101 / Broadway Interchange Bike/Ped Imps	Caltrans	\$3,613,000	\$0	\$3,613,000
Daly City Various Streets and Roads Preservation	Daly City	\$562,000	\$0	\$562,000
John Daly Boulevard Bicycle and Pedestrian Imps.	Daly City	\$1,000,000	\$0	\$1,000,000
Bay Road Bike and Ped Imps. Phase II and III	East Palo Alto	\$1,000,000	\$0	\$1,000,000
Menlo Park Various Streets and Roads Preservation	Menlo Park	\$427,000	\$0	\$427,000
Menlo Park Various Streets Bicycle and Pedestrian Imps	Menlo Park	\$797,000	\$0	\$797,000
Millbrae Various Streets and Roads Preservation	Millbrae	\$445,000	\$0	\$445,000
San Pedro Creek Bridge Replacement Bike/Ped Imps	Pacifica	\$1,141,000	\$0	\$1,141,000
Pacifica Linda Mar Blvd Preservation	Pacifica	\$431,000	\$0	\$431,000
Palmetto Avenue Streetscape	Pacifica	\$1,000,000	\$0	\$1,000,000
Portola Valley Various Streets and Roads Preservation	Portola Valley	\$224,000	\$0	\$224,000
Redwood City Various Streets and Roads Preservation	Redwood City	\$548,000	\$0	\$548,000
Middlefield Road Bicycle and Pedestrian Imps	Redwood City	\$1,752,000	\$0	\$1,752,000

# Attachment B-2

MTC Resolution No. 4035, Attachment B-2

## Cycle 2 OBAG Project List FY 2012-13 through FY 2016-17 December 2014

Adopted: 05/17/12-C  
Revised: 10/24/12-C  
12/19/12-C 01/23/13-C  
05/22/13-C 09/25/13-C  
11/20/13-C 01/22/14-C  
02/26/14-C 05/28/14-C  
09/24/14-C 12/17/14-C

### OBAG Program Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
<b>CYCLE 2 COUNTY OBAG PROGRAMMING</b>		<b>\$309,314,000</b>	<b>\$18,036,000</b>	<b>\$327,350,000</b>
San Bruno Avenue Pedestrian Improvements	San Bruno	\$265,000	\$0	\$265,000
San Bruno Avenue Street Median Imps	San Bruno	\$735,000	\$0	\$735,000
Crestview Drive Pavement Rehabilitation	San Carlos	\$412,000	\$0	\$412,000
San Carlos Streetscape and Pedestrian Imps	San Carlos	\$850,000	\$0	\$850,000
El Camino Real Ped Upgrades (Grand Boulevard Initiative)	San Carlos	\$182,000	\$0	\$182,000
Mount Diablo Ave. Rehabilitation	San Mateo (City)	\$270,000	\$0	\$270,000
North Central Pedestrian Imps	San Mateo (City)	\$1,000,000	\$0	\$1,000,000
San Mateo Citywide Crosswalk Improvements	San Mateo (City)	\$368,000	\$0	\$368,000
Semicircular Road Bicycle and Pedestrian Access Imps	San Mateo County	\$320,000	\$0	\$320,000
South San Francisco Citywide Sidewalk Gap Closures	South San Francisco	\$357,000	\$0	\$357,000
South San Francisco Grand Blvd Pedestrian Imps	South San Francisco	\$1,000,000	\$0	\$1,000,000
South San Francisco Grand Blvd Complete Streets	South San Francisco	\$0	\$1,991,000	\$1,991,000
<b>SAN MATEO COUNTY</b>	<b>TOTAL:</b>	<b>\$25,253,000</b>	<b>\$1,991,000</b>	<b>\$27,244,000</b>
<b>SANTA CLARA COUNTY</b>				
<i>Specific projects TBD by Santa Clara CMA</i>		\$0	\$0	\$0
CMA Base Planning Activities - Santa Clara	VTA	\$4,246,000	\$0	\$4,246,000
CMA Planning Activities Augmentation - Santa Clara	VTA	\$1,754,000	\$0	\$1,754,000
<b>CMA Planning Activities FY 2016-17 Supplement - Santa Clara</b>	<b>VTA</b>	<b>\$1,145,000</b>	<b>\$0</b>	<b>\$1,145,000</b>
Hamilton Avenue Preservation	Campbell	\$279,000	\$0	\$279,000
Campbell Avenue Bicycle and Pedestrian Imps.	Campbell	\$3,718,000	\$0	\$3,718,000
Stevens Creek Boulevard Preservation	Cupertino	\$735,000	\$0	\$735,000
Ronan Channel / Lions Creek Multi-Use Trail	Gilroy	\$1,034,000	\$0	\$1,034,000
Eagleberry Street Preservation	Gilroy	\$808,000	\$0	\$808,000
Los Altos Various Streets and Roads Preservation	Los Altos	\$312,000	\$0	\$312,000
El Monte Road Preservation	Los Altos Hills	\$186,000	\$0	\$186,000
Hillside Road Preservation	Los Gatos	\$139,000	\$0	\$139,000
Milpitas Various Streets and Roads Preservation	Milpitas	\$1,652,000	\$0	\$1,652,000
Monte Sereno Various Streets and Roads Preservation	Monte Sereno	\$250,000	\$0	\$250,000
Monterey Road Preservation	Morgan Hill	\$1,379,000	\$0	\$1,379,000
Mountain View Various Streets Preservation and Bike Lanes	Mountain View	\$1,166,000	\$0	\$1,166,000
Palo Alto Various Streets and Roads Preservation	Palo Alto	\$956,000	\$0	\$956,000
US 101/Adobe Creek Bicycle and Pedestrian Bridge	Palo Alto	\$0	\$4,350,000	\$4,350,000
San Jose Citywide Bikeway Program	San Jose	\$1,150,000	\$0	\$1,150,000
San Jose Citywide Pavement Management Program	San Jose	\$11,531,000	\$0	\$11,531,000
San Jose Citywide SRTS Infrastructure Program	San Jose	\$1,150,000	\$0	\$1,150,000
San Jose Citywide Smart Intersections Program	San Jose	\$1,150,000	\$0	\$1,150,000
Downtown San Jose Bike Lanes and De-Couplet	San Jose	\$1,500,000	\$0	\$1,500,000
East San Jose Bicycle/Pedestrian Transit Connection	San Jose	\$2,000,000	\$0	\$2,000,000
Jackson Avenue Bicycle and Pedestrian Imps.	San Jose	\$1,500,000	\$0	\$1,500,000
San Jose Pedestrian-Oriented Traffic Safety Signals	San Jose	\$3,000,000	\$0	\$3,000,000
St. Johns Bikeway and Pedestrian Improvements	San Jose	\$1,185,000	\$0	\$1,185,000
The Alameda "Beautiful Way" Grand Boulevard Phase 2	San Jose	\$3,150,000	\$0	\$3,150,000
Santa Clara Various Streets and Roads Preservation	Santa Clara (City)	\$1,891,000	\$0	\$1,891,000
San Tomas Expressway Box Culvert Rehabilitation	Santa Clara County	\$7,850,190	\$0	\$7,850,190
Capitol Expressway Traffic ITS and Bike/Ped Imps.	Santa Clara County	\$8,234,810	\$0	\$8,234,810
San Tomas Aquino Spur Multi-Use Trail Phase 2	Santa Clara County	\$3,234,000	\$0	\$3,234,000
Saratoga Village Sidewalk Preservation	Saratoga	\$162,000	\$0	\$162,000
Saratoga Ave-Prospect Rd Complete Streets	Saratoga	\$4,205,000	\$0	\$4,205,000
Duane Avenue Preservation	Sunnyvale	\$1,576,000	\$0	\$1,576,000
East & West Channel Multi-Use Trails	Sunnyvale	\$3,440,000	\$0	\$3,440,000
Fair Oaks Avenue Bikeway and Streetscape	Sunnyvale	\$956,000	\$0	\$956,000
Maude Avenue Bikeway and Streetscape	Sunnyvale	\$695,000	\$0	\$695,000
Sunnyvale Safe Routes to School Ped Infrastructure Imps	Sunnyvale	\$1,569,000	\$0	\$1,569,000
Sunnyvale-Saratoga Road Bike/Ped Safety Enhancements	Sunnyvale	\$524,000	\$0	\$524,000
Milpitas BART Station Montague Expwy Ped Overcrossing	VTA	\$744,000	\$0	\$744,000
VTA/San Jose: Upper Penitencia Creek Multi-Use Trail	VTA	\$1,514,000	\$0	\$1,514,000
Santa Clara Caltrain Station Bike/Ped Undercrossing	VTA	\$1,251,000	\$0	\$1,251,000
<b>SANTA CLARA COUNTY</b>	<b>TOTAL:</b>	<b>\$84,921,000</b>	<b>\$4,350,000</b>	<b>\$89,271,000</b>
<b>SOLANO COUNTY</b>				
<i>Specific projects TBD by Solano CMA</i>		\$0	\$0	\$0
CMA Base Planning Activities - Solano	STA	\$2,673,000	\$0	\$2,673,000



# Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

12/19/12-C 01/23/13-C

05/22/13-C 09/25/13-C

11/20/13-C 01/22/14-C

02/26/14-C 05/28/14-C

09/24/14-C 12/17/14-C

## Cycle 2

## OBAG Project List

FY 2012-13 through FY 2016-17

December 2014

## OBAG Program Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
<b>CYCLE 2 COUNTY OBAG PROGRAMMING</b>		<b>\$309,314,000</b>	<b>\$18,036,000</b>	<b>\$327,350,000</b>
CMA Planning Activities Augmentation - Solano	STA	\$333,000	\$0	\$333,000
<b>CMA Planning Activities FY 2016-17 Supplement - Solano</b>	<b>STA</b>	<b>\$720,000</b>	<b>\$0</b>	<b>\$720,000</b>
West A Street Preservation	Dixon	\$584,000	\$0	\$584,000
East 2nd Street Preservation	Benicia	\$495,000	\$0	\$495,000
Benicia Safe Routes to Schools Infrastructure Imps	Benicia	\$100,000	\$0	\$100,000
Dixon SRTS Infrastructure Imps	Dixon	\$100,000	\$0	\$100,000
Beck Avenue Preservation	Fairfield	\$1,424,000	\$0	\$1,424,000
SR 12 Pedestrian Crossing Improvements	Rio Vista	\$100,000	\$0	\$100,000
Solano County - Various Streets and Roads Preservation	Solano County	\$1,389,000	\$0	\$1,389,000
Vaca-Dixon Bike Route Phase 5	Solano County	\$1,800,000	\$0	\$1,800,000
West B Street Bicycle/Pedestrian RxR Undercrossing	STA	\$1,394,000	\$1,141,000	\$2,535,000
Local PDA Planning Augmentation	STA	\$511,000	\$0	\$511,000
Eastern Solano / SNCI Rideshare Program	STA	\$533,000	\$0	\$533,000
Solano Transit Ambassador Program	STA	\$250,000	\$0	\$250,000
Driftwood Drive Path	Suisun City	\$349,065	\$0	\$349,065
Walters Road/Pintail Drive Preservation	Suisun City	\$356,000	\$0	\$356,000
Suisun/Fairfield Intercity Rail Station Access Imps	Suisun City	\$415,000	\$0	\$415,000
Vacaville SRTS Infrastructure Imps	Vacaville	\$303,207	\$0	\$303,207
Vacaville - Various Streets and Roads Preservation	Vacaville	\$1,231,000	\$0	\$1,231,000
Allison Bicycle/Pedestrian Imps.	Vacaville	\$450,000	\$0	\$450,000
Ulati Creek Bicycle/Pedestrian Pathway and Streetscape	Vacaville	\$500,000	\$0	\$500,000
Vallejo SRTS Infrastructure Imps	Vallejo	\$247,728	\$0	\$247,728
Vallejo Downtown Streetscape - Phase 3	Vallejo	\$2,090,000	\$0	\$2,090,000
<b>SOLANO COUNTY</b>	<b>TOTAL:</b>	<b>\$18,348,000</b>	<b>\$1,141,000</b>	<b>\$19,489,000</b>

<b>SONOMA COUNTY</b>				
<i>Specific projects TBD by Sonoma - SCTA</i>		\$0	\$0	\$0
CMA Base Planning Activities - Sonoma	SCTA	\$2,673,000	\$0	\$2,673,000
<b>CMA Planning Activities FY 2016-17 Supplement - Sonoma</b>	<b>SCTA</b>	<b>\$720,000</b>	<b>\$0</b>	<b>\$720,000</b>
Cloverdale Safe Routes to Schools Phase 2	Cloverdale	\$250,000	\$0	\$250,000
Cotati Old Redwood Highway South Preservation (CS)	Cotati	\$250,000	\$0	\$250,000
Healdsburg Various Streets and Roads Preservation	Healdsburg	\$250,000	\$0	\$250,000
Petaluma Complete Streets	Petaluma	\$1,848,000	\$0	\$1,848,000
Rohnert Park Various Streets Preservation	Rohnert Park	\$1,103,000	\$0	\$1,103,000
Rohnert Park Bicycle and Pedestrian Improvements	Rohnert Park	\$500,000	\$0	\$500,000
Downtown Santa Rosa Streetscape	Santa Rosa	\$360,000	\$353,000	\$713,000
Santa Rosa Complete Streets Road Diet on Transit Corridors	Santa Rosa	\$2,460,000	\$0	\$2,460,000
Sebastopol Various Streets and Roads Preservation	Sebastopol	\$250,000	\$0	\$250,000
SMART Vehicle Purchase	SMART	\$6,600,000	\$0	\$6,600,000
SMART Bicycle/Pedestrian Pathway	SMART	\$0	\$1,043,000	\$1,043,000
Sonoma Various Streets and Roads Preservation	Sonoma (City)	\$250,000	\$0	\$250,000
Sonoma County Various Streets and Roads Preservation	Sonoma County	\$3,377,000	\$0	\$3,377,000
Windsor Road/Jaquar Lane Bicycle/Pedestrian Imps.	Windsor	\$630,000	\$0	\$630,000
Conde Lane/Johnson Street Pedestrian Imps.	Windsor	\$432,000	\$0	\$432,000
Windsor Rd/Bell Rd/Market St Pedestrian Imps.	Windsor	\$410,000	\$0	\$410,000
<b>TOTAL:</b>		<b>\$22,363,000</b>	<b>\$1,396,000</b>	<b>\$23,759,000</b>

<b>Cycle 2 Total</b>	<b>TOTAL:</b>	<b>\$309,314,000</b>	<b>\$18,036,000</b>	<b>\$327,350,000</b>
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**AGENDA**

Topic	Estimated Time
<b>1. Federal/State Program Announcements:</b>	
A. Caltrans/FHWA/CalRTPA Announcements (DLAWUA)* <i>(Memo Only)</i> <i>(Caltrans Division of Local Assistance has posted program updates/announcements to their website. Jurisdictions are encouraged to review the bulletins for program changes.)</i>	5 min
i. Follow Up on Caltrans Risk-Based Invoice training <i>(Caltrans recently conducted a series of training sessions throughout the Region. Information and presentations from these meetings can be found here: <a href="http://www.dot.ca.gov/dist4/ola/training.htm">http://www.dot.ca.gov/dist4/ola/training.htm</a>)</i>	
ii. DLA OB 14-08 Notice to Proceed* <i>(The purpose of this OB is to have local agencies submit a copy of their notice of contract award or Notice to Proceed letter to the DLAE when they send it to the contractor. <a href="http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/2014/ob14-08.pdf">http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/2014/ob14-08.pdf</a>)</i>	
iii. DLA OB 14-07 Environmental Procedures* <i>The following changes were required by Section 1318 of the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) <a href="http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/2014/ob14-07.pdf">http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/2014/ob14-07.pdf</a>)</i>	
<b>2. Informational Items: ("Memo Only" unless otherwise noted)</b>	10 min
A. TIP Update* <i>(Adam Crenshaw; <a href="mailto:acrenshaw@mtc.ca.gov">acrenshaw@mtc.ca.gov</a>)</i>	
• 2013 TIP Update <i>(The current TIP and subsequent TIP Revisions are available online at: <a href="http://www.mtc.ca.gov/funding/tip/">http://www.mtc.ca.gov/funding/tip/</a>)</i>	
• 2015 TIP and Draft 2015 Air Quality Conformity Analysis Update <i>(View the Final 2015 TIP and Final Air Quality Conformity Analysis at <a href="http://www.mtc.ca.gov/funding/tip/index.htm">http://www.mtc.ca.gov/funding/tip/index.htm</a>)</i>	
B. 2014 Draft Annual Listing of Obligated Projects* <i>(Marcella Aranda; <a href="mailto:marand@mtc.ca.gov">marand@mtc.ca.gov</a>)</i> <i>(Staff is seeking review and comment of the Draft 2014 Annual Listing of Obligated Projects. Please submit comments via email to <a href="mailto:marand@mtc.ca.gov">marand@mtc.ca.gov</a> no later than Monday, December 15, 2014.)</i>	5 min
C. PMP Certification Status* <i>(Current PMP Certification status is available online at: <a href="http://mtc.ca.gov/services/pmp/">http://mtc.ca.gov/services/pmp/</a>).</i>	
D. TDA Newsletter – November 2014*	
E. 2014 Local Streets and Roads Working Group Meeting Calendar <i>(The 2014 Local Streets and Roads Working Group meeting calendar is available online at: <a href="http://www.mtc.ca.gov/meetings/schedule/2014_LSRWG_Tentative_Meeting_Schedule.pdf">http://www.mtc.ca.gov/meetings/schedule/2014_LSRWG_Tentative_Meeting_Schedule.pdf</a>)</i>	
• 2015 Tentative Local Streets and Roads Working Group Meeting Calendar*	
<b>3. Discussion Items:</b>	
A. Revision to the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycles 1 and 2* <i>(Craig Goldblatt; <a href="mailto:cgoldblatt@mtc.ca.gov">cgoldblatt@mtc.ca.gov</a>)</i>	20 min

**The next Joint LSRPDWG meeting:**

Thursday, January 8, 2014  
9:30a – 12:00p, 1<sup>st</sup> Floor, Room 171  
101-8<sup>th</sup> Street, Oakland 94607

LSRWG Chair: Seana Gause, Sonoma Co TA  
LSRWG Vice-Chair: Nancy Adams, Santa Rosa

MTC Staff Liaison: Theresa Romell  
Meeting Manager: Marcella Aranda

\* = Attachment in Packet      \*\* = Handouts Available at Meeting

Contact Marcella Aranda at [maranda@mtc.ca.gov](mailto:maranda@mtc.ca.gov) if you have questions regarding this agenda.

**Public Comment:** The public is encouraged to comment on agenda items at committee meetings by completing a request-to-speak card (available from staff) and passing it to the committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

**Record of Meeting:** MTC meetings are recorded. Copies of recordings are available at nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site for public review for at least one year.

**Transit Access to the MetroCenter:** BART to Lake Merritt Station. AC Transit buses: #11 from Piedmont and Montclair; #26 from MacArthur BART; #62 from East or West Oakland; #88 from Berkeley. For transit information from other Bay Area destinations, call 511 or use the 511 Transit Trip Planner at [www.511.org](http://www.511.org) to plan your trip.

**Parking at the MetroCenter:** Metered parking is available on the street. No public parking is provided at the MetroCenter. Spaces reserved for Commissioners are for the use of their stickered vehicles only; all other vehicles will be towed away.

**Accessibility and Title VI:** MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 510.817.5757 or 510.817.5769 for TDD/TTY. We require three working days' notice to accommodate your request.

**可及性和法令第六章:** MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 510.817.5757 或 510.817.5769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

**Acceso y el Titulo VI:** La MTC puede proveer asistencia/facilitar la comunicacion a las personas discapacitadas y los individuos con conocimiento limitado del ingles quienes quieran dirigirse a la Comision. Para solicitar asistencia, por favor llame al numero 510.817.5757 o al 510.817.5769 para TDD/TTY. Requerimos que solicite asistencia con tres dias habiles de anticipacion para poderle proveer asistencia.

**Meeting Conduct:** In the event that any public meeting conducted by MTC is willfully interrupted or disrupted by a person or by a group or groups of persons so as to render the orderly conduct of the meeting unfeasible, the Chair may order the removal of those individuals who are willfully disrupting the meeting. Such individuals may be subject to arrest. If order cannot be restored by such removal, the members of the committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue on matters appearing on the agenda.