



# 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**

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City of Oakland

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Supervisor Wilma Chan, District 3  
Supervisor Nate Miley, District 4  
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## **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**

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## **City of Oakland**

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## **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

## **Bicycle and Pedestrian Community Advisory Committee**

**Thursday, January 8, 2015, 5:30 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**

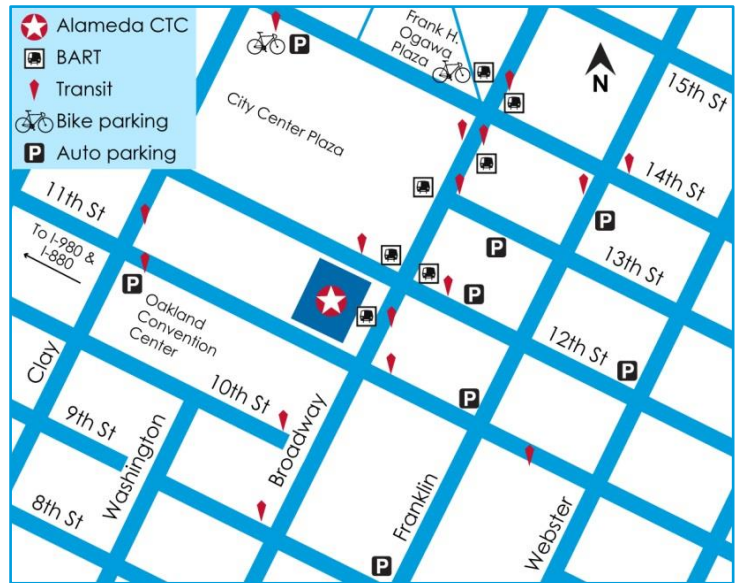
A glossary that includes frequently used acronyms is available on the Alameda CTC website at [www.AlamedaCTC.org/app\\_pages/view/8081](http://www.AlamedaCTC.org/app_pages/view/8081).

## 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). **There is bicycle**

**parking inside of the garage located off of 11th Street. Press the white button on the call box to inform security of the meeting you are attending at Alameda CTC. Once approved, security will open the gate and there is bicycle parking straight ahead.**



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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# Bicycle and Pedestrian Advisory Committee Meeting Agenda Thursday, January 8, 2015, 5:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

**Chair:** Midori Tabata  
**Vice Chair:** Sara Zimmerman  
**Bicycle and Pedestrian Coordinator:**  
Matt Bomberg  
**Staff Liaison:** Tess Lengyel  
**Public Meeting Coordinator:** Angie Ayers

5:30 – 5:35 p.m.  
Midori Tabata

## 1. Welcome and Introductions

5:35 – 5:40 p.m.  
Public

## 2. Public Comment

5:40 – 5:45 p.m.  
Midori Tabata

## 3. BPAC Meeting Minutes

**Page** **A/I**

3.1. Approval of October 9, 2014 BPAC  
Meeting Minutes

1 A

5:45 – 6:35 p.m.  
MTC Staff

## 4. Metropolitan Transportation Commission Bay Area Bikeshare Expansion Presentation

I

6:35 – 6:45 p.m.  
Matt Bomberg

## 5. BPAC Bylaws

5 A

6:45 – 7:15 p.m.  
Tess Lengyel,  
Matt Bomberg

## 6. Comprehensive Investment Plan Overview and Project Selection Criteria

17 I

7:15 – 7:25 p.m.  
Tess Lengyel,  
Matt Bomberg

## 7. Commission Actions and Staff Reports (Verbal)

I

7.1. Transportation Expenditure Plan  
Update (Verbal)

I

7.2. East Bay Greenway Project Segment 7a and  
Corridor Planning (Verbal)

I

7.3. Countywide Multimodal Plans and Upcoming  
Transportation Open Houses (Verbal)

I

7.4. Central County Complete Streets  
Implementation Project (Verbal)

I

7:25 – 7:30 p.m.  
BPAC Members

## 8. BPAC Member Reports (Verbal)

8.1. BPAC Roster

45 I

7:30 p.m.  
Midori Tabata

## 9. Adjournment

**Next meeting:** April 9, 2015

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



## GLOSSARY OF ACRONYMS

<b>ABAG</b>	Association of Bay Area Governments	<b>CMP</b>	Congestion Management Program
<b>AC Transit</b>	Alameda-Contra Costa Transit District	<b>CTC</b>	California Transportation Commission
<b>ACCMA*</b>	Alameda County Congestion Management Agency	<b>CWTP</b>	Countywide Transportation Plan
<b>ACE</b>	Altamont Commuter Express	<b>EIR</b>	Environmental Impact Report
<b>ACTA</b>	Alameda County Transportation Authority (1986 Measure B authority)	<b>FCR</b>	Flexible Congestion Relief
<b>ACTAC</b>	Alameda County Technical Advisory Committee	<b>FHWA</b>	Federal Highway Administration
<b>ACTIA*</b>	Alameda County Transportation Improvement Authority (original 2000 Measure B authority)	<b>FTA</b>	Federal Transit Administration
<b>ADA</b>	Americans with Disabilities Act	<b>GHG</b>	greenhouse gas
<b>ADT</b>	average daily traffic	<b>GOA</b>	growth opportunity areas
<b>Alameda CTC</b>	Alameda County Transportation Commission (current Measure B authority)	<b>GPA</b>	General Plan Amendment
<b>ATG</b>	automobile trip generated	<b>GRH</b>	Guaranteed Ride Home Program
<b>BAAQMD</b>	Bay Area Air Quality Management District	<b>HCM</b>	Highway Capacity Manual
<b>BART</b>	San Francisco Bay Area Rapid Transit District	<b>HOT</b>	high occupancy toll
<b>BRT</b>	bus rapid transit	<b>HOV</b>	high occupancy vehicle
<b>Caltrans</b>	California Department of Transportation	<b>IRRS</b>	Interregional Road System
<b>CARB</b>	California Air Resources Board	<b>ITIP</b>	State Interregional Transportation Improvement Program
<b>CBTP</b>	Community Based Transportation Plan	<b>JPA</b>	Joint Powers Agreement
<b>CCTA</b>	Contra Costa Transportation Authority	<b>LATIP</b>	Local Area Transportation Improvement Program
<b>CDT</b>	Community Design and Transportation	<b>LAVTA</b>	Livermore Amador Valley Transportation Authority
<b>CEQA</b>	California Environmental Quality Act	<b>LOS</b>	level of service
<b>CIP</b>	Capital Improvement Program	<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century Act
<b>CMA</b>	congestion management agency	<b>MTC</b>	Metropolitan Transportation Commission
<b>CMA TIP</b>	Congestion Management Agency Transportation Improvement Program	<b>MTS</b>	Metropolitan Transportation System
<b>CMAQ</b>	Federal Congestion Mitigation and Air Quality	<b>NEPA</b>	National Environmental Policy Act
		<b>NOP</b>	Notice of Preparation
		<b>OBAG</b>	One Bay Area Grant Program
		<b>OD</b>	origin/destination
		<b>PCA</b>	priority conservation area
		<b>PCI</b>	Pavement Condition Index
		<b>PDA</b>	priority development area
		<b>PMS</b>	pavement management system
		<b>PSR</b>	Project Study Report
		<b>RM2</b>	Regional Measure 2 (bridge toll)
		<b>RTIP</b>	Regional Transportation Improvement Plan

<b>RTP</b>	Regional Transportation Plan (MTC's Transportation 2035)	<b>TASAS</b>	Traffic Accident Surveillance and Analysis System
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient Transportation Equity Act, a Legacy for Users (replaced by MAP-21)	<b>TAD</b>	traffic analysis district
<b>SCS</b>	Sustainable Communities Strategy	<b>TAZ</b>	traffic analysis zone
<b>SFCTA</b>	San Francisco County Transportation Authority	<b>TCM</b>	transportation control measure
<b>SHOPP</b>	State Highway Operations and Protection Program	<b>TCRP</b>	Transportation Congestion Relief Program
<b>SJCOG</b>	San Joaquin Council of Governments	<b>TDA</b>	Transportation Development Act
<b>SMCTA</b>	San Mateo County Transportation Authority	<b>TDM</b>	transportation demand management
<b>SIP</b>	State Implementation Plan	<b>TEP</b>	Transportation Expenditure Plan
<b>SR</b>	State Route	<b>TFCA</b>	Transportation Fund for Clean Air
<b>SR2S</b>	Safe Routes to School	<b>TIP</b>	Federal Transportation Improvement Program
<b>SRTP</b>	Short Range Transit Plan	<b>TLC</b>	Transportation for Livable Communities
<b>STA</b>	Sacramento Transportation Authority, State Transit Assistance	<b>TMA</b>	Transportation Management Association
<b>STIP</b>	State Transportation Improvement Program	<b>TMP</b>	traffic management plan
<b>STP</b>	Federal Surface Transportation Program	<b>TOD</b>	transit-oriented development
<b>STP/CMAQ</b>	Surface Transportation Program/Congestion Mitigation and Air Quality	<b>TOS</b>	transportation operations systems
<b>SWITRS</b>	Statewide Integrated Traffic Record System	<b>TSM</b>	transportation system management
<b>TAM</b>	Transportation Authority of Marin	<b>TVTC</b>	Tri-Valley Transportation Council
		<b>V/C</b>	volume/capacity
		<b>VHD</b>	vehicle hours of delay
		<b>VMT</b>	vehicle miles traveled
		<b>VRF</b>	Vehicle Registration Fee
		<b>VTA</b>	Santa Clara Valley Transportation Authority

\*Merged to become Alameda County Transportation Commission in 2010.



# Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, October 9, 2014, 5:30 p.m.

3.1

1111 Broadway, Suite 800, Oakland, CA 94607

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## 1. Welcome and Introductions

BPAC Chair Midori Tabata called the meeting to order at 5:35 p.m. The meeting began with introductions, and the chair confirmed a quorum. All BPAC members were present, except the following: Mike Bucci, Preston Jordan, and Matt Turner.

## 2. Public Comment: There were no public comments.

## 3. Approval of July 10, 2014 Minutes

*David Fishbaugh moved to approve the July 10, 2014 minutes as written. Jeremy Johansen seconded the motion. The motion passed 5-0 with one abstention, Ben Schweng (Mike Bucci, Preston Jordan, and Matt Turner were absent).*

## 4. BPAC Bylaws

Matt Bomberg stated that BPAC approved the bylaws at the July 2014 meeting with the exception of sections 3.3 and 8.2, which are interrelated. Staff will review section 8.2 with legal counsel, and after that, Matt will modify sections 3.3 and 8.2. Staff will bring the revised bylaws to the committee at a later date.

## 5. Draft Alameda County Bicycle Master Plan Guidelines

Matt Bomberg introduced this agenda item. He noted that all of the cities in Alameda County prepare bicycle and pedestrian master plans. Alameda CTC requires cities to develop bicycle and pedestrian master plans and update the documents every five years. This requirement was instituted as a condition for cities to receive Measure B and Vehicle Registration Fee funds. The intent of the Bicycle Master Plan Guidelines is to:

- 1) ensure plans are reasonably comparable and facilitate countywide planning,
- 2) make sure the cities are in position to receive other grant funding, such as state grant funding, that requires bike master plans, and 3) incorporate best practices in the plans.

Once the Commission adopts the Alameda County Bicycle Master Plan Guidelines, the cities will be required to use them. If plans are in progress prior to the adoption, Alameda CTC will not require the cities to retroactively use the guidelines. See Attachment A for comments from BPAC members on the guidelines.

## 6. Measure B/Vehicle Registration Fee Local Direct Program Distribution Compliance Report, Bicycle and Pedestrian Expenditure Analysis

Matt Bomberg informed the committee that this agenda item is essentially a report for Fiscal Year 2012-13 that shows how Alameda County cites spent their Local Direct Program Distribution Measure B and VRF funds on bicycle and pedestrian programs. He explained that Alameda CTC requires jurisdictions and transit agencies to sign a Master Programs Funding Agreement (MPFA), which specifies how the agency will use the funds. The MPFA is the way Alameda CTC tracks the agencies' balances, actual expenditures, and projected expenditures with quantifiable numbers. Matt reviewed the bicycle and pedestrian fund expenditure analysis for the committee.

Questions/feedback from the members:

- Are cities using bicycle and pedestrian funds to repair local streets? Matt stated that it depends on projects and/or cities. Sometimes, the cities combine local streets and bicycle and pedestrian funds for a project. Midori stated that for example, most of Oakland's curb work was done using Measure B bicycle and pedestrian funds.
- Are there complete projects with best practices that can be shared with other cities? Staff stated that quarterly Alameda CTC hosts a Pedestrian Bicycle Working Group that consists of city staff, which allows for cities to share information.

## **7. Annual Report on Countywide Bicycle and Pedestrian Plan Implementation Progress and Work Program for Upcoming Year**

Matt Bomberg informed the committee that it has been two years since the Commission adopted the Bicycle and Pedestrian Plans. One action item included in the plans is to annually review the implementation actions to ensure that they are incorporated into the agency's work plan and to monitor progress made. Matt reviewed the Alameda Countywide Bicycle and Pedestrian Plans 2014 implementation actions.

Questions/feedback from members:

- Is this the level of detail that BPAC and staff want? Staff stated that Alameda CTC wants all plans developed to be actionable plans. Alameda CTC will reassess implementation of these actionable plans and consider how to move forward.

## **8. Commission Actions and Staff Reports**

### **8.1. Transportation Expenditure Plan Update**

Tess Lengyel provided an update on the \$8 billion 2014 Transportation Expenditure Plan (Plan) and provided details on the bicycle and pedestrian investments. She mentioned that the Plan was placed on the ballot in August after the cities and groups, such as League of Women Voters and Sierra Club, endorsed it. Tess encouraged the committee to take materials to help educate the community about the Plan. Matt informed the committee that an outreach schedule is in the packet on page 27 and encouraged the committee to assist in educating the public at events.

### **8.2. East Bay Greenway Active Transportation Program Grant Award**

Matt Bomberg said Alameda CTC received a grant from the statewide Active Transportation Program for the East Bay Greenway project. The funds from the grant will focus on advancing a 15-mile stretch of the greenway under the elevated BART tracks from Oakland through San Leandro, unincorporated Alameda County and Hayward. Tess informed the committee that Matt Bomberg wrote the application, and he did a great job. She stated that the state had \$3 million available for the grant, and Alameda CTC was awarded \$2.6 million.

### **8.3. Countywide Discretionary Fund Bike/Ped Project Progress Reports**

Matt Bomberg asked the committee to review the information in the agenda packet on this item and to contact him with any questions.

## **9. BPAC Member Report**

David Fishbaugh informed the committee that BPAC member Mike Bucci is a candidate for city councilmember in Newark.

Jeremy Johansen informed the committee that San Leandro Development is building a Technical Campus near the San Leandro BART station that will start construction next year.

Regarding project development and leveraging project funds, Alameda CTC is looking at a method to define priorities for what Alameda CTC will fund. Staff will work with jurisdictions and consider timing and priorities of projects.

### **9.1. BPAC Roster**

The committee roster is in the agenda packet for review purposes.

### **9.2. Alameda CTC Public Outreach Activities**

The public outreach calendar is in the agenda packet for review purposes.

### **9.3. BPAC Project Review Look-ahead**

The project review look-ahead is in the agenda packet for review purposes.

## **10. Meeting Adjournment**

The meeting adjourned at 7:35 p.m. The next meeting is scheduled for January 8, 2015 at the Alameda CTC offices.

## Attachment A: Summary of Comments from BPAC Members

### Bicycle and Pedestrian Advisory Committee

Comment	Response/Action
When do guidelines apply?	Guidelines will apply prospectively to cities that start update processes <i>after</i> the guidelines are adopted.
Who typically prepares Master Plans? How are they funded?	Master Plans prepared by cities. Plans can be funded using local direct distribution funds, countywide discretionary funds, and other funding sources.
Can Alameda CTC offer tools related to prioritization?	Many jurisdictions already do quantitative prioritization. Alameda CTC does not want to be overly prescriptive. Alameda CTC added recommendation to map out short-term projects to ensure that they relate to each other and complete corridors.
Will guidelines be fleshed out more?	No, intention is for guidelines to remain a bulleted list so as to enable flexibility and innovation in local plan development.
Add policies related to new types of bicycles such as electric bikes, potentially including clear designation of where they can and cannot be used and speed limits	Added as recommended element
Add policies related to ensuring that non-bike/ped projects incorporate bike/ped components (i.e. complete streets)	Added as recommended element
Add policies related to street sweeping as part of maintenance	Added to required maintenance element
Suggestion to incorporate Web 2.0 activity tracking as possible data collection tool	Added as recommended element
Add greater emphasis on schools	Added school districts in Stakeholder Engagement section and Safe Routes to Schools in Programs section.
Collision analysis should be linked to recommendations/ prioritization	Added as recommended element
Add emphasis on different networks for different user groups	Incorporated by adding requirement to map an "all ages and abilities" network.
Bike parking policies should consider different types of bikes (e.g. cargo bikes), new vs. existing buildings, support facilities beyond just parking (e.g. showers, etc.)	Added as recommended elements
Add estimate of economic/social benefits from implementing plan as a recommended element	Added as recommended element



# Memorandum

5.0

1111 Broadway, Suite 800, Oakland, CA 94607

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**DATE:** January 5, 2015

**SUBJECT:** BPAC Bylaws

**RECOMMENDATION:** Approve proposed changes to BPAC Bylaws.

## Summary

At its July 2014 meeting the BPAC approved changes to its bylaws excluding sections 3.3 and 8.2. At its October 2014 meeting, the BPAC considered proposed changes to these sections, but discussion revealed that input from legal counsel was needed.

Staff has discussed these two sections with legal counsel; based on these discussions, the following language is proposed:

**3.3 Membership Qualification.** Each member must be an Alameda County resident and be interested in improving the safety and convenience of bicycling and/or walking in the county. Public agency employees who are **directly** responsible for bicycle and pedestrian projects and/or programs and who work for an eligible agency likely to submit an application for the Discretionary Fund may not serve on the Committee. Any public agency or nonprofit employees appointed to the Committee shall recuse themselves from evaluating and voting to fund a project/program application from their agency or nonprofit organization.

**8.2 Conflicts of Interest.** A conflict of interest exists when any Committee member has, or represents, a financial interest in the matter before the Committee. Such **financial direct** interest must be significant or personal. In the event of a conflict of interest, the Committee member shall declare the conflict, recuse him or herself from the discussion, and shall not vote on that item. Failure to comply with these provisions shall be grounds for removal from the Committee.

## Discussion

Four specific issues were discussed with legal counsel. The conclusions of this discussion are summarized below.

### *Relationship between section 3.3 and section 8.2*

In previous meetings, BPAC members and staff had discussed a possible interrelationship between section 3.3 and section 8.2, and a cross-reference between the two sections was proposed. Legal counsel clarified that these sections are intended to address different issues. Section 8.2 is intended to address true “conflict of interest” situations under applicable laws, which prohibit members of governmental bodies from voting on contracts or other matters that will affect them financially. Section 3.3 is more broad and is designed to avoid the *appearance* of unfairness because a member could be discussing or voting on their agency's project, even if there is no potential for an actual financial conflict of interest under applicable law.

### *“Responsible” vs. “Directly Responsible”*

Staff recommends adding the word “directly” to section 3.3. The goal of such an addition would be to distinguish between individuals who manage or control bicycle/pedestrian projects/programs and those who may work at an agency and have occasion to be involved with a bicycle/pedestrian project/program.

### *Extension of second sentence of section 3.3 to cover non-profit employees*

Staff had proposed modifying the second sentence of section 3.3 to include non-profit employees. This extension was proposed because the subsequent sentence references both public agency and non-profit employees and because non-profits have in the past applied for Alameda CTC funds in the same manner as public agencies.

However, members of non-profit agencies have made valuable contributions to the BPAC in the past and staff is concerned that adding non-profits to this sentence could restrict or preclude such participation. Legal counsel confirmed that section 3.3 is intended to offer stronger protections against potential conflicts of interest, beyond what is required by law (i.e. what is contained in section 8.2). Accordingly extending the restriction from serving on the Committee that exists for public agency employees to non-profit employees is not required to maintain a fair process. Therefore, staff recommends not including non-profits in this sentence (i.e. no change from original).

### *Need for third sentence of section 3.3 given changes in BPAC Roles and Responsibilities*

Changes to BPAC Roles and Responsibilities (section 2.2) approved in July 2014 specify that the BPAC will no longer evaluate or make recommendations regarding funding specific project/program applications. However, BPAC will continue to review scoring criteria used to evaluate bicycle/pedestrian projects and programs for funding and will review and comment on bicycle/pedestrian projects during early development phases.

Legal counsel clarified that the potential for a conflict of interest from reviewing scoring criteria (which will ultimately be used to prioritize applications for funding) is low, as compared to evaluating applications for funds.

However, legal counsel recommended maintaining the third sentence of section 3.3 to cover any unforeseen circumstances in which the BPAC is presented with the opportunity to vote on a particular project. Maintaining the third sentence would also cover any situations related to the new project review role (e.g. if a BPAC member is staff of a city and the BPAC reviews and makes comment on a project from that city).

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

### **Attachments**

A. Proposed Changes to BPAC Bylaws

### **Staff Contact**

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

[Matthew Bomberg](#), Assistant Transportation Planner

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## Countywide Bicycle and Pedestrian Advisory Committee Bylaws

### Article 1: Definitions

**1.1 Alameda County Transportation Commission (Alameda CTC).** Alameda CTC is a joint powers authority resulting from the merger of the Alameda County Congestion Management Agency ("ACCMA") and the Alameda County Transportation Improvement Authority ("ACTIA"). The 22-member Alameda CTC Commission ("Commission") is comprised of the following representatives:

**1.1.1** All five Alameda County Supervisors.

**1.1.2** Two City of Oakland representatives.

**1.1.3** One representative from each of the other 13 incorporated cities in Alameda County.

**1.1.4** A representative from Alameda-Contra Costa Transit District ("AC Transit").

**1.1.5** A representative from San Francisco Bay Area Rapid Transit District ("BART").

**1.2 Alameda County Transportation Improvement Authority (ACTIA).** The governmental agency previously responsible for the implementation of the Measure B half-cent transportation sales tax in Alameda County, as approved by voters in 2000 and implemented in 2002. Alameda CTC has now assumed responsibility for the sales tax.

**1.3 Alameda County Congestion Management Agency (ACCMA).** The governmental agency which previously served as the state legislatively required congestion management agency with responsibilities to coordinate transportation planning, funding, and other activities in a congestion management program.

**1.4 Appointing Party.** A person or group designated to appoint committee members.

**1.5 Alameda Countywide Bicycle and Pedestrian Advisory Committee (BPAC or "Committee").** The Alameda CTC Committee that involves interested community members in the Alameda CTC's policy, planning, and implementation efforts related to bicycling and walking.

**1.6 Brown Act.** California's open meeting law, the Ralph M. Brown Act, California Government Code, Sections 54950 *et seq.*

**1.7 Citizens Watchdog Committee (CWC).** The Alameda Committee of individuals created by the ACTIA Board, as required by Measure B, with the assistance of the League of Women Voters and other citizens groups, and continued by the Commission. The Committee reports directly to the public and is charged with reviewing all expenditures of the agency. Citizens Watchdog Committee members are private citizens who are not elected officials at any level of government, nor individuals in a position to benefit in any way from the sales tax.

**1.8 Expenditure Plan.** The plan for expending transportation sales tax (Measure B) funds, presented to the voters in 2000, and implemented in 2002.

**1.9 Fiscal Year.** July 1 through June 30.

**1.10 Measure B.** The measure approved by the voters authorizing the half-cent sales tax for transportation services now collected and administered by the Alameda CTC and governed by the Expenditure Plan. The sales tax authorized by Measure B will be in effect for 20 years, beginning on April 1, 2002 and extending through March 31, 2022.

**1.11 Vehicle Registration Fee (VRF).** The \$10 fee imposed on each annual motor vehicle registration or renewal of registration in Alameda County. The fee, approved by voters as Measure F in 2010, is collected and administered by the Alameda CTC and governed by the Alameda County Transportation Improvement Measure Expenditure Plan.

**1.12 Measure B Bicycle and Pedestrian Countywide Discretionary Fund ("Discretionary Fund").** A grant program developed to expand and enhance bicycle and pedestrian transportation in Alameda County, focusing on projects, programs and plans with countywide significance or demonstration programs/projects that could be applied countywide. The program is funded by a portion of the 5 percent Measure B set-aside for bicycle and pedestrian projects.

**1.13 VRF Pedestrian and Bicyclist Access and Safety Program.** A to improve the safety of bicyclists and pedestrians by reducing conflicts with motor vehicles and reducing congestion in areas such as schools, downtowns, transit hubs, and other high activity locations. It will also seek to improve bicyclist and pedestrian safety on arterials and other locally-maintained roads and reduce occasional congestion that may occur with incidents. The program will be administered as a discretionary program.

**1.14 Measure B or VRF Project.** Transportation or transportation-related construction project that receives Measure B or VRF funding.

**1.15 Measure B or VRF Program.** Transportation or transportation-related program that receives Measure B or VRF funding.

**1.16 Measure B Direct Local Program Distribution.** Measure B revenues distributed directly to local jurisdictions or transit operators.

**1.17 Discretionary Funding Guidelines.** Document that specifies eligible projects and programs, selection criteria, and weighting for a Measure B or VRF funding cycle.

**1.18 Organizational Meeting.** The annual regular meeting of the BPAC in preparation for the next fiscal year's activities.

**1.19 Paratransit Advisory and Planning Committee (PAPCO).** The Alameda CTC Committee that meets to address funding, planning, and coordination issues regarding paratransit services in Alameda County. Members must be an Alameda County resident and an eligible user of any transportation service available to seniors and people with disabilities in Alameda County. PAPCO is supported by a Technical Advisory Committee comprised of Measure B-funded paratransit providers in Alameda County.

**1.20 Planning Area.** Geographic groupings of cities and of Alameda County for planning and funding purposes. North County: Alameda, Albany, Berkeley, Emeryville, Oakland, Piedmont; Central County: Hayward, San Leandro, unincorporated county (near Hayward); South County: Fremont, Newark, Union City; East County: Dublin, Livermore, Pleasanton, the unincorporated area of Sunol.

## **Article 2: Purpose and Responsibilities**

**2.1 Committee Purpose.** The BPAC purpose is to involve interested community members in the Alameda CTC's policy, planning, and implementation efforts related to bicycling and walking, with the goal of increasing the safety and convenience of walking and bicycling conditions in Alameda County in order to increase the proportion of trips made by walking and bicycling.

**2.2 Committee Roles and Responsibilities.** The roles and responsibilities of the Committee are to:

**2.2.1** Advise Alameda CTC staff and the Alameda CTC on the development and update of the Countywide Pedestrian and Bicycle Plans.

**2.2.2** Review and provide input on Measure B and VRF discretionary funding guidelines that can be used for bicycle and pedestrian capital projects, programs, and plans/studies.

**2.2.3** Review and provide input on the Metropolitan Transportation Commission (MTC) Complete Streets Checklists for Alameda County projects.

**2.2.4** Review and provide input to Alameda CTC and sponsor agency partners in early phases of project development, as described in *Alameda CTC Countywide BPAC Project Review Guidelines* document.

**2.2.5** Review the implementation of the Measure B direct local program distribution Bicycle and Pedestrian Safety funds.

**2.2.6** Review and provide input on the progress and outcomes of Measure B and VRF funded bicycle and pedestrian projects and programs.

**2.2.7** Annually monitor implementation of the Countywide Pedestrian and Bicycle Plans.

**2.2.8** Serve as a review committee for other Alameda County public agencies, on request, on bicycle and pedestrian issues. The Committee's input will be provided directly to the public agency staff, will be strictly advisory, and will not be taken as a recommendation to the Alameda CTC. The Committee will consider requests for input on a case-by-case basis. If a quick decision is needed on whether to provide input or not, Alameda CTC staff will consult with the Committee chair to make this decision. This role may include, but is not limited to:

**2.2.8.1** Providing input to Alameda CTC Project Sponsors.

**2.2.8.2** Serving as the Countywide Bicycle Advisory Committee (BAC) for Transportation Development Act (TDA) Article 3 Funding.

**2.3 Additional Responsibilities.** BPAC members are encouraged to do the following:

**2.3.1** Perform outreach regarding Alameda CTC bicycle and pedestrian activities. Examples of outreach may include attending a transportation fair, attending a meeting or event related to a grant-funded project, accompanying staff to Alameda CTC outreach presentations, or disseminating information at a local library, community center, or other public location.

**2.3.2** Participate in trainings and information-sharing events sponsored by the Alameda CTC, such as the Pedestrian and Bicycle Working Group meetings. This group, which has an open membership, consists of agency and nonprofit staff working to improve the bicycling and walking environment in Alameda County.

### **Article 3: Members**

**3.1 Number of Members.** The BPAC consists of 11 members. The intent is to have the BPAC represent both bicycling and pedestrian interests, to include representatives from all areas of the county, and to represent the variety of interests in bicycling and walking needs including the needs of seniors and children. In addition, the BPAC should represent Alameda County's diversity in age, income level, gender, ethnicity, and bicycling experience, to the greatest extent feasible.

**3.2 Appointment.** The Commission will make appointments in the following manner:

**3.2.1** One appointee per County Supervisor (five total).

**3.2.2** One appointee for each supervisorial district, selected by the Mayors' Conference (five total).

**3.2.3** One appointee representing transit agencies. Alameda CTC will lead the recruitment for this appointee, including noticing the general managers of all transit agencies

that receive Measure B funding. Alameda CTC staff will bring a final appointment recommendation to the Commission for approval.

**3.3 Membership Qualification.** Each member must be an Alameda County resident and be interested in improving the safety and convenience of bicycling and/or walking in the county. Public agency employees who are **directly** responsible for bicycle and pedestrian projects and/or programs and who work for an eligible agency likely to submit an application for the Discretionary Fund may not serve on the Committee. Any public agency or nonprofit employees appointed to the Committee shall recuse themselves from evaluating and voting to fund a project/program application from their agency or nonprofit organization.

**3.4 Membership Term.** Appointments shall be for two-year terms. There is no maximum number of terms a member may serve. Members shall serve until the Commission appoints their successors.

**3.5 Attendance.** Members will actively support committee activities and regularly attend meetings. Accordingly, members who miss more than half of the BPAC meetings per fiscal year may be removed from the Committee. If an odd number of meetings occur in a year, then the minimum attendance will be half of the total number of meetings, rounded up to the whole number. A member removed from the Committee may be reappointed by a Commissioner.

**3.6 Termination.** A member's term shall terminate on the occurrence of any of the following:

**3.6.1** The member voluntarily resigns by written notice to the chair or Alameda CTC staff.

**3.6.2** The member fails to continue to meet the qualifications for membership, including attendance requirements.

**3.6.3** The member becomes incapable of continuing to serve.

**3.6.4** The appointing party or the Commission removes the member from the Committee.

**3.7 Vacancies.** An appointing party shall have the right to appoint (subject to approval by the Commission) a person to fill the vacant member position. Alameda CTC shall be responsible for notifying an appointing party of such vacancy and for urging expeditious appointment of a new member, as appropriate.

## **Article 4: Officers**

**4.1 Officers.** The BPAC shall annually elect a chair and vice chair. Each officer must be a duly appointed member of the BPAC.

**4.1.1 Duties.** The chair shall preside at all meetings and will represent BPAC before the Commission to report on BPAC activities. The vice chair shall assume all duties of the chair in the absence of, or on the request of the chair. In the absence of the chair and vice chair at a meeting, the members shall, by consensus, appoint one member to preside over that meeting.

**4.2 Office Elections.** Officers shall be elected by the members annually at the Organizational Meeting or as necessary to fill a vacancy. An individual receiving a majority of votes by a quorum shall be deemed to have been elected and will assume office at the meeting following the election. In the event of multiple nominations, the vote shall be by ballot. Officers shall be eligible for re-election indefinitely.

## **Article 5: Meetings**

**5.1 Open and Public Meetings.** All BPAC meetings shall be open and public and governed by the Brown Act. Public comment shall be allowed at all BPAC meetings. The time allotted for comments by a member of the public in the general public comment period or on any agenda item shall be limited at the discretion of the chair.

**5.2 Regular Meetings.** BPAC will hold regular meetings on a quarterly basis. Annually, at the Organizational Meeting, the Committee shall establish the schedule of regular meetings for the ensuing year. Meeting dates and times may be changed and additional regular meetings scheduled during the year.

**5.3 Quorum.** For purposes of decision making, a quorum shall consist of at least half (50 percent) plus one of the total number of members appointed at the time a decision is made. No actions will be taken at meetings with less than 50 percent plus one member present. Items may be discussed and information may be distributed on any item even if a quorum is not present.

**5.4 Special Meetings.** Special meetings may be called by the chair or by a majority of the members on an as-needed basis. Attendance at special meetings is not counted as part of members' attendance requirement. Agenda item(s) for special meeting(s) shall be stated when the meeting is called, but shall not be of a general business nature. Specialized meetings shall be concerned with studies, emergencies, or items of a time-urgent nature. Agenda item(s) of a regular meeting may be tabled for further discussion and action at a special meeting, the time and location to be announced in the tabling motion. Notice of such meetings shall be given to all members at least 72 hours prior to such meetings and shall be published on the Alameda CTC's website and at the Alameda CTC office, all in accordance with the Brown Act.

**5.5 Agenda.** All meetings shall have a published agenda. Action may be taken only on items indicated on the agenda as action items. Items for a regular meeting agenda may be submitted by any member to the chair and committee staff. The Commission and/or Committee staff may also submit items for the agenda. Every agenda shall include provision for members of the public to address the BPAC. The chair and the vice chair shall review the agenda in advance of distribution. Copies of the agenda, with supporting material and the past meeting minutes, shall be mailed to members and any other interested parties upon request. The agenda shall be posted on the Alameda CTC website and office and provided at the meeting, all in accordance with the Brown Act.

**5.6 Roberts Rules of Order.** The rules contained in the latest edition of "Roberts Rules of Order Newly Revised" shall govern the proceedings of the BPAC and any subcommittees thereof to the extent that the person presiding over the proceeding determines that such formality is required to maintain order and make process and to the extent that these actions are consistent with these bylaws.

**5.7 Place of Meetings.** BPAC meetings shall be held at the Alameda CTC offices, unless otherwise designated by the Committee. Meeting locations shall be within Alameda County, accessible in compliance with the Americans with Disabilities Act of 1990 (41 U.S.C., Section 12132) or regulations promulgated there under, shall be accessible by public transportation, and shall not be in any facility that prohibits the admittance of any person, or persons, on the base of race, religious creed, color, national origin, ancestry, or sex, or where members of the public may not be present without making a payment or purchase.

**5.8 Meeting Conduct.** BPAC members shall conduct themselves during meetings in a manner that encourages respectful behavior and provides a welcoming and safe environment for each member and staff member characterized by an atmosphere of mutual trust and respect. Members shall work with each other and staff to respectfully, fairly, and courteously deal with conflicts if they arise.

## **Article 6: Subcommittees**

**6.1 Establishment.** The Committee may establish subcommittees when and as necessary or advisable to make nominations for office of BPAC, to develop and propose policy on a particular issue, to conduct an investigation, to draft a report or other document, or for any other purpose within the authority of the BPAC. Subcommittees will be staffed by the Alameda CTC.

**6.2 Membership.** BPAC members will be appointed to subcommittees by the BPAC, on a voluntary basis, or by the chair. No subcommittee shall have fewer than three members, nor will a subcommittee have sufficient members to constitute a quorum of the BPAC.

## **Article 7: Records and Notices**

**7.1 Minutes.** Minutes of all meetings, including actions and the time and place of holding each meeting, shall be kept on file at the Alameda CTC office.

**7.2 Attendance Roster.** A member roster and a record of member attendance shall be kept on file at the Alameda CTC office.

**7.3 Brown Act.** All meetings of the BPAC will comply with the requirements of the Brown Act. Notice of meetings and agendas will be given to all members and any member of the public requesting such notice in writing and shall be posted at the Alameda CTC office at least 72 hours prior to each meeting. Members of the public may address the BPAC on any matter not on the agenda and on each matter listed on the agenda, pursuant to procedures set by the chair and/or the Committee.

**7.4 Meeting Notices.** Meeting notices shall be in writing and shall be issued via U.S. Postal Service, personal delivery, Alameda CTC website, and/or email. Any other notice required or permitted to be given under these bylaws may be given by any of these means.

## **Article 8: General Matters**

**8.1 Per Diems.** Committee members shall be entitled to a per diem stipend for meetings attended in amounts and in accordance with policies established by the Alameda CTC.

**8.2 Conflicts of Interest.** A conflict of interest exists when any Committee member has, or represents, a financial interest in the matter before the Committee. Such ~~financial direct~~ interest must be significant or personal. In the event of a conflict of interest, the Committee member shall declare the conflict, recuse him or herself from the discussion, and shall not vote on that item. Failure to comply with these provisions shall be grounds for removal from the Committee.

**8.3 Amendments to Bylaws.** These bylaws will be reviewed annually, and may be amended, repealed, or altered, in whole or in part, by a vote taken at a duly-constituted Committee meeting at which a quorum is present.

**8.4 Public Statements.** No member of the Committee may make public statements on behalf of the Committee without authorization by affirmative vote of the Committee, except the chair, or in his or her place the vice chair, when making a regular report of the Committee activities and concerns to the Alameda CTC.

**8.5 Conflict with Governing Documents.** In the event of any conflict between these bylaws and the July 2000 Alameda County Transportation Expenditure Plan, California state law, or any action lawfully taken by the Alameda CTC, the conflicting provision in the Expenditure Plan, state law, the lawful action of ACTIA or the Alameda CTC shall prevail.

**8.6 Staffing.** Alameda CTC will provide all staffing to the Committee including preparation and distribution of meeting agendas, packets, and minutes; preparation of reports to the Alameda CTC Committees and Commission; tracking of attendance; and stipend administration.



# Memorandum

6.0

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**DATE:** January 5, 2015

**SUBJECT:** Comprehensive Investment Plan Development and Project Selection Criteria

**RECOMMENDATION:** (1) Receive an update on Comprehensive Investment Plan (CIP) Development  
(2) Provide input on CIP selection criteria

## Summary

Alameda CTC is developing its first Comprehensive Investment Plan (CIP), a programming document that will articulate priorities for investing all fund sources under the purview of the agency. The CIP will include funding sources that support bicycle and pedestrian projects and programs, including Measure B, Measure BB, and Vehicle Registration Fee bicycle/pedestrian countywide discretionary grant funds.

The CIP represents a shift in programming practice for Alameda CTC aimed at achieving three objectives. First, the CIP seeks to strengthen the link between goals and priorities in long-range plans and short-term funding decisions. Second, the CIP aims to integrate long-term financing and project delivery strategy with programming activities by serving as the voter-mandated Strategic Plan. Finally, the CIP process proposes to consolidate what are currently disparate separate programming events (i.e. "calls for projects") into a regularly occurring, biannual "enrollment period" for new projects seeking funding, thereby streamlining work and enabling funding of larger projects and/or projects that do not fit within narrowly defined categories.

The CIP implements a Strategic Planning and Programming Policy framework that was approved by the Commission in March 2013. Alameda CTC is developing its first CIP which will cover a programming period from fiscal year 2015/16 – 2019/20, representing nearly \$1.5 billion in funding. CIP development began in October 2014 and approval of policy principles and programming policies has been attained. CIP development is currently focused on defining project selection criteria that will be used to prioritize capital projects and projects funded out of discretionary funding programs.

The BPAC's bylaws specify that a role of the Committee is to "Review and provide input on Measure B and VRF discretionary funding guidelines that can be used for bicycle and pedestrian capital projects, programs, and plans/studies." The CIP will include several discretionary funding categories that will fund bicycle and pedestrian projects, programs,

and plans. Accordingly, the BPAC is requested to provide input on the draft selection criteria proposed for use in the CIP.

This memorandum first provides background on the goals and structure of the CIP. It then provides draft CIP criteria for BPAC review and input.

## **Discussion**

### ***CIP Background***

The Alameda CTC is responsible for overseeing a broad portfolio of transportation funding sources that support projects and programs that improve access and mobility in Alameda County. These funding sources include local, voter approved funds (e.g. Measure B, Measure BB, and Vehicle Registration Fee) as well as regional, state, and federal funds that are delegated to Alameda CTC.

Historically, programming of these different fund sources and categories has occurred through a number of independent programming events (i.e. funding cycles or calls for projects). In March 2013, the Commission adopted a Strategic Planning and Programming Policy framework to streamline agency planning, programming and delivery efforts. This policy promotes a better relationship between countywide long-term visions and goals and short-range planning efforts. The policy framework seeks to integrate existing Alameda CTC planning and programming processes into a single process that will be documented by a Comprehensive Investment Plan (CIP).

### ***CIP Objectives***

The CIP is a document that consolidates multiple planning and programming efforts into a comprehensive near-term transportation planning/programming tool. The CIP meets three primary objectives:

1. Translate long-range plans into short-range implementation: The Alameda CTC develops a number of long-range transportation plans, including the Countywide Transportation Plan, Countywide Bicycle and Pedestrian Plans, and other similar plans. These plans outline high-level goals and 30 year sets of priorities, but provide minimal direction on short-term investments. The CIP will define short-term investments, including a five-year program of projects and a two-year allocation plan. Selection criteria used to prioritize projects and programs for inclusion in the short-term funding programs will be consistent with goals and performance measures from long-range plans, ensuring a link between plans and short-term investment decisions.
2. Serve as the Strategic Plan: Alameda CTC is required to develop an annual strategic plan that addresses the agency's long-term project delivery and financing strategy (e.g. how to balance expenditures of funds on transportation improvements vs.

financing costs). To strengthen the link between programming and finance/project delivery, the CIP will serve as the Strategic Plan.

3. Establish a Comprehensive and Consolidated Programming Document: Presently, the various fund sources overseen by the Alameda CTC are programmed through a series of separate funding events. This practice is necessitates significant staff time to prepare and review grant application proposals, and makes it difficult to fund projects that are larger or do not fit within a narrowly defined category (e.g. complete streets projects). The CIP will replace multiple smaller calls for projects with a single, biannual enrollment period for new projects and programs, producing a more streamlined process that can fund innovative projects and programs.

#### *CIP Components and Process*

The CIP will contain the following components:

- Revenue estimates – projection of funding available across all funding sources under Alameda CTC's purview within foreseeable programming envelope
- Five-year funding program – a fiscally-constrained list of projects, based on most current revenue projections, to which funding is committed
- Two-year allocation program – a shorter-term subset of the five-year funding program; these projects are considered to be “on the clock” to begin obligating funds in a timely manner
- Strategic Plan – discussion of how best to ensure adequate cash flow and balance dollars spent on transportation improvements vs. financing costs

The CIP is a dynamic document that will be periodically updated to address changing transportation needs, revenue projections, available funding sources, and policy changes. Updates will occur on a regular cycle as illustrated in Attachment A and described below:

- Annual update – revised revenue estimates and Strategic Plan
- Biennial update – comprehensive update of the CIP to enroll new projects and programs. Outcomes will include new 2-year allocation plan and revised 5-year funding program.

The Alameda CTC will monitor CIP investments through performance feedback mechanisms built into the CIP and other countywide planning processes. This monitoring will occur throughout the process and will be used to inform project evaluation.

#### *CIP Policy Principles*

Five fundamental policy principles guide the CIP's development and the ultimate selection of projects and programs. These were approved by the Commission in November 2014.

1. Implementing the County's Adopted Vision: All funding decisions will support implementation of the Alameda CTC's adopted long-range transportation vision. The Alameda CTC's vision (adopted 2012) is:

*"Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities".*

2. Balanced Strategic Program Across Project Delivery Phases: The CIP will include balance between earlier project development phases and construction phases in order to ensure a continuous pipeline of projects ready for construction in Alameda County and help position projects to attract external funding sources (which often emphasize on shovel readiness). In addition, the CIP will include balance between capital projects and programs, plans, operational investments, and monitoring efforts. The Alameda CTC will identify direct fund allocations to ongoing program and operational activities to maintain essential services to Alameda County.
3. Maximizing Transportation Investments: The CIP will examine opportunities to leverage local fund sources to the maximum extent possible. In addition, the Alameda CTC will use the CIP to identify projects and programs for funding that have a synergistic effect, where practical and feasible, to maximize the benefit of investments.
4. Investments in All Modes: The CIP will identify appropriate levels of investment in all transportation modes, project phases, and geographic areas to the maximum extent possible. Alameda CTC and local jurisdictions will collaborate throughout the CIP process to define appropriate and feasible levels of investments. The CIP will be used to monitor geographic equity and modal equity of investments over time.
5. Delivering Solutions While Ensuring Accountability: Projects/Programs included in the CIP will support the CTP's vision and goals and will be identified via a performance based evaluation process. The CIP's selection criteria will consider needs/benefits, project readiness, and community support. The Alameda CTC will require timely and cost-effective project and program delivery, and will monitor their implementation.

#### *CIP Programming Fund Estimate*

The CIP will consider all funding sources over which the Alameda CTC has purview, including local voter-approved funds (Measure B, Measure BB, and VRF), and regional, state, and federal funds that are delegated to Alameda CTC. The first CIP will cover Fiscal Year (FY) 2015-16 through FY 2019-20. Over the first five-year CIP, Alameda CTC will be responsible for over \$1.5 billion for capital projects and programs investments. Attachment B, Annual Programming Revenue, describes the programming estimate available and highlights the discretionary funding available within the two-year Allocation Plan.

The CIP will address all funds that Alameda CTC oversees. These funds can be broadly categorized in three ways, according to how decisions on prioritization of investments using the funds are made:

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. Direct Local Distribution Funds account for \$738 million. Attachment C illustrates the balances that will be directed to cities and agencies in Alameda County during the first 5-year CIP.
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. These projects are guaranteed funding in an expenditure plan, but a prioritization exercise is required to determine which projects receive funding in the near-term (as opposed to in outer years of the expenditure plan). This prioritization will be performed using readiness criteria. Capital project funds account for \$487 million.
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. Discretionary funds account for \$275 million.

### ***Draft CIP Project Selection Criteria***

#### *Process for applying criteria*

Attachment D illustrates the three-phase process by which selection criteria will be applied.

In the first phase (Inventory Identification/Eligibility Screening), existing plans including the Countywide Transportation Plan, voter-approved Transportation Expenditure Plans, and modal plans such as the Countywide Bicycle and Pedestrian Plans, supplemented by local agency input, will be used to identify projects to be prioritized. Projects from these plans will be screened for eligibility and to determine if they can reasonably happen within a five-year window, and then sorted into one of 9 categories (e.g. transit capital, bicycle/pedestrian, transportation demand management/education/ outreach). Attachment E details these categories and provides examples of eligible projects within each category.

In the second phase (Evaluation and Prioritization), selection criteria will be applied to prioritize projects based on the need/benefit, readiness, operational sustainability,

matching/leveraging, and other funding criteria. Projects will be scored within the 9 categories from phase 1 to ensure a fair evaluation (e.g. score bicycle/pedestrian projects relative to other bicycle/pedestrian projects). This process will lead to a top priority tier of projects within each category.

In the final phase (Countywide Prioritization Assessment), a comprehensive assessment of the balance of projects across all categories will be performed. This assessment will ensure that, across all categories there is appropriate modal/geographic equity, balance between project development and construction, and examine potential for synergies by delivering mutually reinforcing investments together.

### *Draft Criteria*

The draft CIP project and program selection criteria are presented below. These criteria are intended to be consistent with the goals and performance measures from long-range plans such as the Countywide Transportation Plan and Countywide Bicycle and Pedestrian Plans, ensuring a link between planning and funding.

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 CTP 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 largely based on criteria used in past programming efforts at Alameda CTC and 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

<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> <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.	State of Good Repair <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.	Technology and Innovation <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.	Multimodal Benefits <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.	Environmental Benefits <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.	Safety & Security <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.	Economic Growth <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	Sustainability (Ownership / Lifecycle / Maintenance) <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>

## Role of BPAC

The role of the BPAC in the development of the CIP is to provide input on the scoring criteria that will be used to select projects and programs to receive discretionary funding. BPAC members should pay particular attention to needs/benefit criteria, as these criteria are the key means via which principles from the Countywide Bicycle/Pedestrian Plans are translated to project and program prioritization. BPAC members may find the questions below helpful in formulating comments:

- Do the criteria capture all of the goals and principles from the [Countywide Bicycle Plan](#) and [Countywide Pedestrian Plan](#) (refer to Chapters 4 and 5)?
- Are the criteria clearly defined or is there ambiguity that can be clarified?

## Attachments

- CIP Integrated Planning and Programming Processes
- Summary of Annual Programming Revenue
- Summary of Annual Direct Local Distribution ("Pass Through") Revenue
- Project Evaluation Categories and Process
- Project Category Sample Project Types

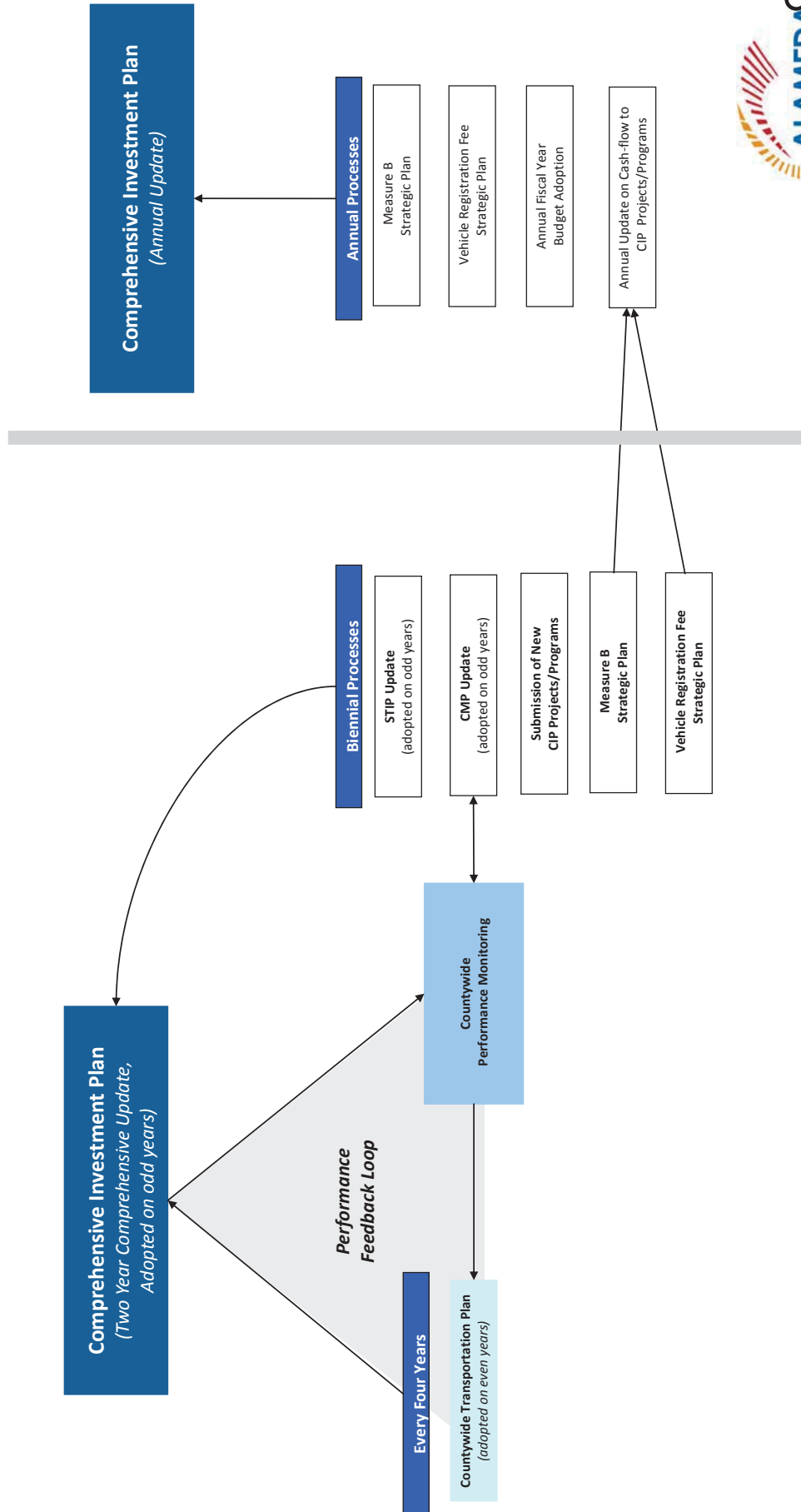
## Staff Contact

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

[Matthew Bomberg](#), Assistant Transportation Planner

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## Comprehensive Investment Plan Integrated Planning and Programming Processes



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## 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.

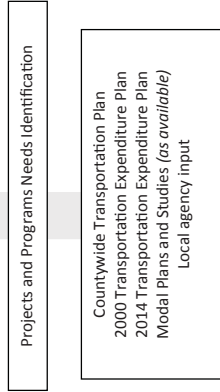
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# Comprehensive Investment Plan Development Process Overview

## PHASE 1

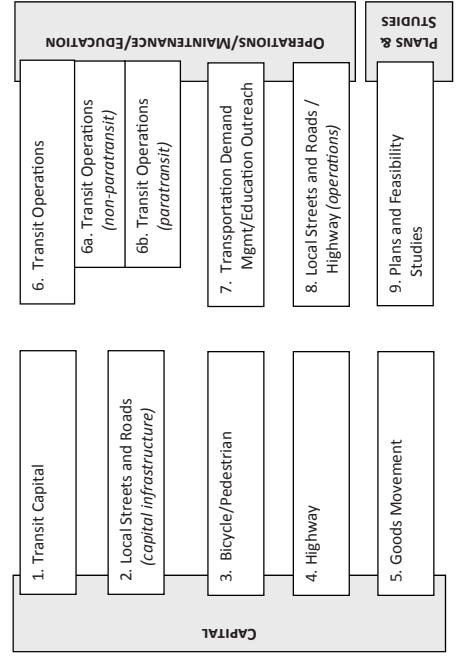
### INVENTORY IDENTIFICATION / ELIGIBILITY SCREENING

#### 30-YEAR COUNTYWIDE NEEDS IDENTIFICATION



#### ELIGIBILITY SCREENING

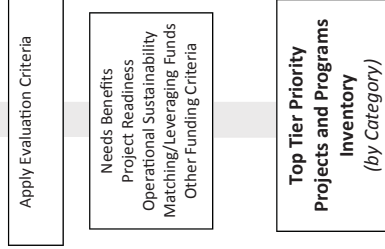
Sort inventory into categories. Determine funding eligibility and screen projects/programs for the five-year CIP window.



## PHASE 2

### EVALUATION & PRIORITIZATION

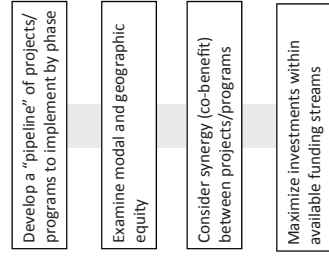
#### PROJECT/PROGRAM EVALUATION



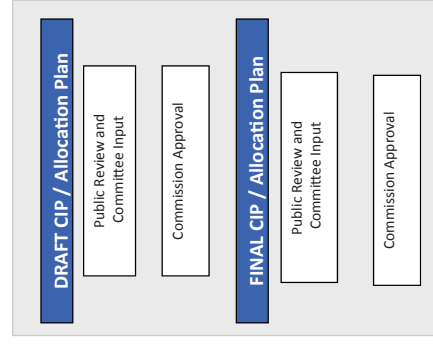
## PHASE 3

### COUNTYWIDE PRIORITIZATION ASSESSMENT

#### COMPREHENSIVE ASSESSMENT



### ALLOCATION RECOMMENDATIONS



6.0D

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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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**Alameda County Transportation Commission  
Bicycle and Pedestrian Advisory Committee  
Roster and Attendance Fiscal Year 2014-2015**

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since Jul '14*
1	Ms.	Tabata, Chair	Midori	Oakland	Alameda County Mayors' Conference, D-4	Jul-06	Sep-13	Sep-15	0
2	Ms.	Zimmerman, Vice-Chair	Sara	Berkeley	Alameda County Mayors' Conference, D-5	Apr-14		Apr-16	0
3	Mr.	Bucci	Mike	Newark	Alameda County Supervisor Richard Valle, District 2	Sep-12		Sep-14	2
4	Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14		Jan-16	0
5	Ms.	Gigli	Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Oct-12	Oct-14	1
6	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Sep-13	Sep-15	0
7	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Oct-14	Oct-16	2
8	Ms.	Kristi	Marleau	Dublin	Alameda County Mayors' Conference, D-1	Dec-14		Dec-16	0
9	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13		Jun-15	1
10	Ms.	Shaw	Diane	Fremont	Transit Agency (Alameda CTC)	Apr-14		Apr-16	0
11	Mr.	Turner	Matt	Castro Valley	Alameda County Supervisor Nate Miley, District 4	Apr-14		Apr-16	1

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