



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair
Supervisor Scott Haggerty, District 1

Commission Vice Chair
Vice Mayor Rebecca Kaplan,
City of Oakland

AC Transit
Director Elsa Ortiz

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

BART
Director Thomas Blalock

City of Alameda
TBD

City of Albany
Vice Mayor Peter Maass

City of Berkeley
Councilmember Laurie Capitelli

City of Dublin
Mayor David Haubert

City of Emeryville
Mayor Ruth Atkin

City of Fremont
Mayor Bill Harrison

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Vice Mayor Larry Reid

City of Piedmont
Mayor Margaret Fujioka

City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
TBD

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Alameda County Transportation Commission

Thursday, January 29, 2015, 2:00 p.m.

1111 Broadway, Suite 800
Oakland, CA 94607

Mission Statement

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

Recording of Public Meetings

The executive director or designee may designate one or more locations from which members of the public may broadcast, photograph, video record, or tape record open and public meetings without causing a distraction. If the Commission or any committee reasonably finds that noise, illumination, or obstruction of view related to these activities would persistently disrupt the proceedings, these activities must be discontinued or restricted as determined by the Commission or such committee (CA Government Code Sections 54953.5-54953.6).

Reminder

Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

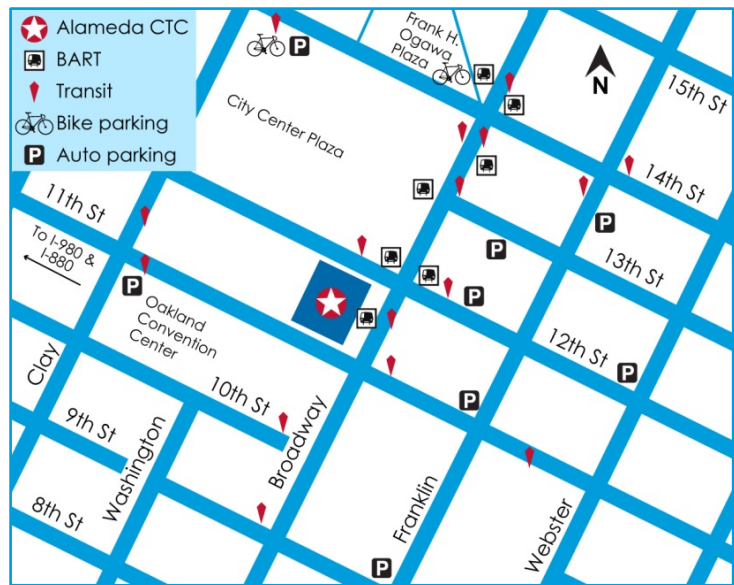
Glossary of Acronyms

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

Location Map

★ Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

Alameda CTC is accessible by multiple transportation modes. The office is conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines. Bicycle parking is available on the street and in the BART station as well as in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org).



Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street. To plan your trip to Alameda CTC visit www.511.org.

Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-893-3347 (Voice) or 510-834-6754 (TTD) five days in advance to request a sign-language interpreter.



Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at www.AlamedaCTC.org/events/upcoming/now.

Paperless Policy

On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at www.AlamedaCTC.org/events/month/now.

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Commission Meeting Agenda

Thursday, January 29, 2015, 2 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

Chair: Supervisor Scott Haggerty,
Alameda County, District 1

Vice Chair: Councilmember Rebecca Kaplan,
City of Oakland

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

4. Election of Chair and Vice Chair

Page A/I*

4.1. [Election of Commission Chair and Vice Chair](#)

1 A

Recommendation: Approve the election of the Commission chair and vice chair.

4.2. Chair and Vice Chair Report

I

5. Executive Director Report

I

6. Approval of Consent Calendar

On January 12, 2015 Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1.

6.1. [Approval of December 5, 2014 meeting minutes](#)

3 A

Recommendation: Approve the December 5, 2014 meeting minutes.

6.2. [I-580 Corridor High Occupancy Vehicle/Express Lane Projects \(PN 720.4/720.5/724.1/724.4/724.5\): Monthly Progress Report](#)

7 I

6.3. [I-580 Express Lanes Education, Outreach and Regional Coordination](#)

29 I

6.4. [Congestion Management Program \(CMP\): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments](#)

33 I

6.5. [BART Downtown Berkeley Station Project: STIP Amendment](#)

41 A

Recommendation: Approve 1) STIP Amendment for the BART Downtown Berkeley Station Project (PPNo 2103B) and the BART Station Modernization Program (PPNo 2010C) and 2) Provide concurrence to amend the State Proposition 1B Program to include the BART Downtown Berkeley Station Project.

6.6. [East Bay Greenway Project: Corridor Planning](#)

45 A

Recommendation: 1) Authorize the release of a Request for Proposal (RFP) for the scoping and environmental phases and 2) Authorize the Executive Director to negotiate a Professional Services Agreement with the top ranked firm for the scoping and environmental phases of the project.

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|-----------------------------------------------------------------------|----|---|
| 6.7. Various Projects: Time Extension Only Amendments | 47 | A |
|-----------------------------------------------------------------------|----|---|

Recommendation: Approve and authorize the Executive Director to execute amendments for requested time extensions in support of the Alameda CTC's Capital Projects and Program delivery commitments

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| 6.8. One Bay Area Grant (OBAG) Update and Next Steps | 51 | I |
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| 6.9. Agreements with the State Board of Equalization to Administer and Operate the Measure BB | 79 | A |
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Recommendation: Approve the following agreements with the State Board of Equalization:

- Preparation to Administer and Operate the Measure BB Transaction and Use Tax Ordinance
- State Administration of Measure BB Transaction and Use Taxes and adopt a resolution authorizing the Executive Director to execute the agreements.

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| 6.10. Alameda CTC 2015 Meeting Schedule | 103 | A |
|---------------------------------------------------------|-----|---|

Recommendation: Approve the Alameda CTC Meeting Schedule for the 2015 Calendar Year

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|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|---|
| 6.11. FY2015-16 Administration Support Professional Services Contracts Plan and Amendment to the FY2014-15 Administration Support Professional Services Contracts | 107 | A |
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Recommendation: Approve the FY2015-16 Administration Support Professional Services Contracts Plan and Amendment to the FY2014-15 Administration Support Professional Services Contracts Plan.

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| 6.12. Community Advisory Appointments | 115 | A |
|-------------------------------------------------------|-----|---|

Recommendation: Approve the Alameda CTC Community Advisory Appointments.

7. Community Advisory Committee Reports

(Time limit: 3 minutes per speaker)

- | | | |
|-------------------------------------------------------------------------------------------|-----|---|
| 7.1. Bicycle and Pedestrian Advisory Committee - Midori Tabata, Chair | 125 | I |
| 7.2. Citizens Watchdog Committee – James Paxson, Chair | 131 | I |
| 7.3. Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair | 139 | I |

8. Planning, Policy and Legislation Committee Action Items

On January 12, 2015, the Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations.

- | | | |
|----------------------------------------------------------------------------------------------------|-----|---|
| 8.1. Legislative Update | 151 | I |
| 8.2. Measure BB Election Results and Analysis | 165 | I |
| 8.3. 2014 Transportation Expenditure Plan Draft Revenue and Commitment Projections | 177 | I |
| 8.4. Alameda CTC's Comprehensive Investment Plan Draft Project Selection Criteria | 187 | A |

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

9. Closed Session I

- 9.1. Pursuant to California Government Code section 54956.9 (c) Conference with General Counsel regarding anticipated litigation related to proposed acquisition of real property interests necessary for the I-880 North Safety and Operational Improvements at 23rd and 29th Avenues Project (PN 717.0) – One (1) Item
- 9.2. Pursuant to California Government Code sections 54956.9(d)(2) and 54956.9(e)(4); Conference with General Counsel regarding potential exposure to litigation – One (1) item
- 9.3. Report on Closed Session

10. Resolution of Necessity Hearing

- | | |
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| 10.1. Consideration of Adoption of Resolution of Necessity Authorizing Filing of Eminent Domain Action to Acquire Real Property Interests for the I-880 North Safety and Operational Improvements at 23rd and 29th Avenues Project (PN 717.0) (A minimum of 18 affirmative Commissioners' (not weighted) votes required) | A |
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Recommendation:

- A) Conduct hearing on Resolution of Necessity and consider all the evidence presented for the acquisition of the real property interests necessary for the I-880 North Safety and Operational Improvements at 23rd and 29th Avenues Project as outlined in the report; and
- B) Adopt, by at least a four-fifths vote of the membership of the Commission (e.g., at least 18 members), a Resolution of Necessity making the findings that the public interest and necessity require the Project, that the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury, that the property sought to be acquired is

necessary for the Project, and that the offer required by Section 7267.2 of the Government Code has been made to the owners of record, and authorize the commencement of eminent domain proceedings.

11. Member Reports

12. Adjournment

Next meeting: February 26, 2015

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



Memorandum

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 22, 2015

SUBJECT: Election of Chair and Vice-Chair of the Commission

RECOMMENDATION: Elect a Chair and Vice-Chair of the Commission, assign Commission standing committee members; and make other local and regional transportation committee assignments to serve during calendar year 2015

Summary

Per the Alameda County Transportation Commission (Alameda CTC) Administrative Code, the election of the Commission's Chair and Vice-Chair are to take place at the organizational Commission meeting each January, and states that such elections will be effective immediately. The Code also indicates that the term of the Chair and Vice-Chair is for one year, however traditionally the Chair and Vice-Chair have served for two consecutive years. The current Chair and Vice-Chair have just completed their second year of service.

Background

The Commission annually elects the Chair and Vice Chair at its January Commission meeting. The Administrative Code indicates that in selecting the Chair and Vice-Chair, members of the Commission should give reasonable consideration to rotating these positions among geographic areas and transit representatives.

Subsequent to the election, the Chair shall appoint all members of the Commission's four Standing Committees and include the designation of the chair and vice-chair of each Committee. The Chair shall also make appointments to other local and regional transportation committees when these appointments are required from the Alameda CTC. Attached is a roster showing the current members of the Standing Committees, local and regional transportation-related boards, and committees which include one or more current Alameda CTC Commissioners including boards and committees where Commissioners represent agencies other than Alameda CTC.

Fiscal Impact: There is no fiscal impact.

Staff Contact

[Art Dao](#), Executive Director

[Vanessa Lee](#), Clerk of the Commission



**ALAMEDA COUNTY TRANSPORTATION COMMISSION
2015 COMMITTEES MEMBERSHIP ASSIGNMENT**

COMMITTEES:	I-680 SUNOL EXPRESS LANE JOINT POWERS AUTHORITY	I-580 POLICY ADVISORY COMMITTEE	PLANNING, POLICY AND LEGISLATION COMMITTEE (PPLC)	PROJECTS AND PROGRAMS COMMITTEE (PPC)	FINANCE AND ADMINISTRATION COMMITTEE (FAC)
STARTING TIME:	9:30 AM	9:45 AM*	10:30 AM	NOON	1:30 PM
CHAIR:	Bill Harrison	John Marchand	David Haubert	Larry Reid	Richard Valle
VICE-CHAIR:	Jerry Thorne	Nate Miley	Keith Carson	Bill Harrison	Tom Blalock
EX-OFFICIO:			Scott Haggerty	Scott Haggerty	Scott Haggerty
EX-OFFICIO:			Rebecca Kaplan	Rebecca Kaplan	Rebecca Kaplan
MEMBERS:	Scott Haggerty	Scott Haggerty	Elsa Ortiz	Carol Dutra-Vernaci	(Vacant)
	David Haubert	Jerry Thorne	Wilma Chan	Ruth Atkin	Peter Maass
	Gail Price (VTA)	David Haubert	John Marchand	Luis Freitas	Margaret Fujioka
			Barbara Halliday	Laurie Capitelli	
			(Vacant)	Nate Miley	
			Jerry Thorne		

* Or immediately following I-680 Sunol Express Lane Joint Powers Authority meeting



Alameda County Transportation Commission Commission Meeting Minutes Thursday, December 4, 2014, 2:00 p.m.

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

The Clerk conducted a roll call. All members were present with the exception of: Commissioner Wilma Chan, Commissioner Nate Miley, Commissioner Keith Carson, Commissioner Rebecca Kaplan and Commissioner Barbara Halliday.

Commissioner Don Biddle was present as the representative for the City of Dublin. Commissioner Dan Kalb was present as an alternate for Commissioner Larry Reid.

Subsequent to the roll call:

Commissioner Pauline Cutter arrived as an alternate for Commissioner Wilma Chan during item 4. Commissioner Nate Miley also arrived during item 4.

Commissioner Halliday arrived during item 7.3.

3. Public Comment

A public comment was heard by Julian Phillips.

4. Chair/Vice Chair Report

Chair Haggerty briefly covered the results of the November election, stating that Measure BB was approved by voters in Alameda County. Chair Haggerty also stated that he attended the Self-Help County Focus on the Future Conference in Santa Clara.

5. Executive Director Report

Art Dao stated that the Executive Directors report was included in the packet and he also reminded that Commission that there would be an Open House immediately following the meeting.

6. Approval of Consent Calendar

6.1. Approval of October 23, 2014 meeting minutes

6.2. I-580 Corridor High Occupancy Vehicle/Express Lane Projects (PN 720.4/720.5/724.1/724.4/724.5): Monthly Progress Report

6.3. Congestion Management Program (CMP): Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

6.4. Alameda CTC's Comprehensive Investment Plan Project Selection Methodology

6.5. California Transportation Commission October Meeting Summary

*(A = Action Item; I = Information Item)

6.6. Alameda CTC At Risk Monitoring Reports

- 6.7. CMA TIP Program: Vasco Road Project and ARRA Local Street and Road Project Exchange Agreements**
- 6.8. East Bay Greenway Project: Corridor Planning and Coliseum BART to 85th Avenue Construction (PN 635.1)**
- 6.9. I-680 Northbound Express Lane Project (PN 721.0): Contract Amendment to the Professional Services Agreement (Agreement No. A11-0034) with WMH Corporation**
- 6.10. I-880 Operational and Safety Improvements at 23rd and 29th Avenue Project (PN 717.0): Amendment No. 7 to the Professional Services Agreement with RBF Consulting (Agreement No. A10-013)**
- 6.11. I-80 Gilman Interchange (PN 765.0): Contract Amendment to the Professional Services Agreement (Agreement No. A10-012) with PB Americas, Inc.**
- 6.12. I-880/Broadway-Jackson Interchange Improvement Project (PN 610.0): Project Approval and Environmental Document (PA&ED) Phase**
- 6.13. Alameda CTC Staff and Retiree Benefits for Calendar Year 2015 and Salaries for Fiscal Year 2015-2016**
- 6.14. Various Projects: Time Extension Only Amendments**
- 6.15. Alameda CTC FY2014-15 First Quarter Financial Report**
- 6.16. Alameda CTC FY2014-15 First Quarter Investment Report**
- 6.17. FY2013-14 Annual Contract Equity Utilization Report**
- 6.18. Community Advisory Appointments**

Commissioner Blalock moved to approve the Consent Calendar. Commissioner Dutra-Vernaci seconded the motion. The motion passed unanimously (Carson, Kaplan and Halliday absent).

7. Community Advisory Committee Reports

7.1. Bicycle and Pedestrian Advisory Committee (BPAC)

There was no one present from BPAC.

7.2. Citizens Watchdog Committee (CWC)

James Paxson, CWC Chair stated that the committee last met on October 27, 2014. At that meeting the committee debriefed the outreach efforts on the annual report, reviewed the evaluation process for compliance reports, and reviewed the audited Comprehensive Annual Financial Report (CAFR) with the Alameda CTC auditor. James concluded by stating that the next committee meeting was scheduled for January 12, 2015.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

Sylvia Stadmire, Chair of PAPCO stated that the committee reviewed Gap Grant Cycle 5 progress reports and received a quarterly report from LAVTA. She stated that

they also developed a recommendation for the 2015 paratransit funding formula and received a report from East Bay paratransit. Sylvia stated that the Commission had received the newsletter from the mobility workshop that was hosted in October as well as the Access Alameda guide. She concluded by reviewing current vacancies.

8. Planning, Policy and Legislation Committee Action Items

8.1. Transportation Expenditure Plan Update

Tess Lengyel stated that Measure BB was passed by Alameda County voters. She stated that there was a press conference at Alameda CTC on November 5, 2014 to thank and acknowledge support for the Measure. She concluded by stating that the registrar will certify the vote on December 2, 2014 and staff will compile information from GIS maps to determine voter outcome and provide a full presentation to the Commission in January.

This item was only information only.

8.2. Legislative Program Update

Tess Lengyel recommended that the Commission approve the Draft 2015 Alameda CTC Legislative Program. She stated that the program is divided into six sections: Transportation Funding, Project Delivery, Multi-Modal Transportation and Land Use, Climate Change, Goods Movement and Partnerships. Tess went on to state that the program was designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC.. Tess stated that the overall program does not have significant changes from the 2014 program and she concluded by highlighted minor changes and additions in each category in the plan.

Commissioner Cutter moved to approve this item. Commissioner Dutra-Vernaci seconded the motion. The motion passed unanimously (Carson, Kaplan absent).

9. Finance and Administrative Committee Action Items

9.1. Approval of the Alameda CTC FY2013-14 Draft Audited Comprehensive Annual Financial Report

Patricia Reavey recommended that the Commission approve the Alameda CTC FY2013-14 Draft Audited Comprehensive Annual Financial Report (FY2013-14 Draft Audited CAFR). She introduced Ahmad Gharaibeh, a partner with Vavrinek, Trine, Day & Co., LLP (VTD), who presented the audited comprehensive annual financial report. Ahmad provided financial highlights stating that total net position was \$183.1 million at June 30, 2014. Total assets increased by \$146.3 million to \$436.1 million as of June 30, 2014, of which cash and investments comprised \$392.2 million. He stated that revenues totaled \$177.9 million for the fiscal year, and total liabilities increased by \$182.5 million to \$253.0 million as of June 30, 2014. Expenses totaled \$214.1 million

for the fiscal year ended June 30, 2014. This was an increase of \$33.1 million over the prior fiscal year mostly related to Measure B capital project expenditures. Ahmad stated that the opinion included in the FY2013-14 Draft Audited CAFR by VTD is an unmodified or clean audit opinion. He also discussed some upcoming pronouncements including GASB Statement Nos. 68 and 71 regarding pensions which can potentially have an effect on future Alameda CTC CAFRs.

Commissioner Haggerty motioned to approve this item. Commissioner Harrison seconded the motion. The motion passed unanimously (Carson, Kaplan absent).

10. Closed Session

10.1. Pursuant to Government Code Section 54957: Public Employee Performance Evaluation: Executive Director

10.2. Conference with Legal Counsel : Potential Litigation, initiation of litigation pursuant to Government Code section 54956.9(d)(4); one potential action.

10.3. Report on Closed Session

Based on the evaluation considered during the Closed Session, the Commission motioned to approve a 5% increase in compensation for the Executive Director in addition to reimbursement for fuel related cost and/or any transit related passes effective September 1, 2014.

Commissioner Blalock moved to approve this recommendation. Commissioner Dutra-Vernaci seconded the motion. The motion passed 25-0 (Marchand, Kaplan, Carson absent).

11. Member Reports

Chair Haggerty motioned to move the January Commission meeting date from January 22, 2015 to January 29, 2015 due to conflicts with the Mayors Conference meeting date. Commissioner Marchand seconded the motion. The motion passed unanimously.

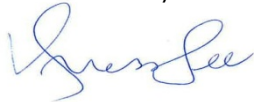
12. Adjournment

The next meeting is:

Date/Time: January 29, 2015 @ 2:00 p.m.

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

Attested by:





Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 22, 2015

SUBJECT: I-580 Corridor High Occupancy Vehicle/Express Lane Projects (PN 720.4/720.5/724.1/724.4/724.5): Monthly Progress Report

RECOMMENDATION: Receive a monthly status update on the I-580 Corridor High Occupancy Vehicle/Express Lane Projects.

Summary

The Alameda CTC is sponsoring the I-580 Corridor High Occupancy Vehicle (HOV)/Express Lane Projects along the I-580 corridor in the Tri-Valley. The Eastbound I-580 Express Lane Project will convert the newly constructed eastbound HOV lane, from Hacienda Drive to Greenville Road, to a double express lane facility. The I-580 Westbound Express Lane Project will convert the westbound HOV lane (currently under construction) to a single express lane facility from Greenville Road to San Ramon Road/Foothill Road.

The environmental and civil design work for the express lanes is complete for both eastbound and westbound. Civil construction is being implemented through multiple contract change orders (CCO's) on the on-going HOV Lane construction contracts. The I-580 Eastbound and Westbound Express Lane civil construction work will construct the necessary infrastructure, such as signing, sign gantries for dynamic messaging and toll reading, electrical conduit for connecting power and communication sources, and striping to accommodate the express lanes. The System Integrator contractor will install the required communication equipment, toll hardware and integrate the toll subsystems, utilizing emerging technologies/software development. Coordination with regional agencies and California Toll Operators Committee is crucial for implementing express lanes on I-580. The express lane facility is scheduled to open for public use in November 2015.

For detailed information on project funding, schedule and status of each corridor project, including the Eastbound HOV Lane Project (Segment 3 Auxiliary Lanes), the Westbound HOV Lane Project (Segments 1 and 2), the Eastbound I-580 Express Lane Project, Westbound I-580 Express Lane Project and Toll System Integration activities, see Attachments A, B, C, D and E of this report. This item is for information only.

Background

The projects in the I-580 Corridor will provide increased capacity, safety and efficiency for commuters and freight along the primary corridor connecting the Bay Area with the Central Valley. In its role as project sponsor, the Alameda CTC has been working in partnership with Caltrans, California Highway Patrol, the Metropolitan Transportation Commission (MTC), Alameda County, and the cities of Livermore, Dublin, and Pleasanton to deliver the projects.

The I-580 Corridor HOV Lane Projects will be completed with the construction of three final projects in the Livermore Valley (two westbound HOV segments and one eastbound auxiliary (AUX) lanes project). All of these projects are currently in construction and are being administered by Caltrans. Construction activity began in March 2013 and will complete by late 2015 in parallel with completion of express lane infrastructure.

For efficiency purposes, the I-580 Eastbound and Westbound Express Lane Projects have been combined into one construction project. All the contract change orders (CCO's) for express lane-civil infrastructure construction have already been issued to the on-going construction contracts along I-580 (I-580 Westbound HOV, I-580 Eastbound Auxiliary Lane and Freeway Performance Project). The benefit of implementing CCO's is to avoid working in the environmentally sensitive areas, minimize additional traffic disruptions to the traveling public, reduce or eliminate re-work and potentially finish construction sooner. Specific items in CCO's include:

- Electrical Conduit – across and along I-580
- Service and controller cabinets
- Striping – stripe to final express lane configuration
- Install K-rail along median at sign locations
- Median concrete barrier
- Fiber Optics Cable
- Sign structures including tolling gantries, dynamic messaging signs, lighting standards and other sign structures.

The system integration for express lane implementation is currently in the design phase. Coordination with other construction projects within the corridor is on-going. Construction activities of express lane-system integration are expected to commence in March 2015 with electronic toll system, fully operational in November 2015.

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

Attachments

- A. I-580 Eastbound HOV Lane Project Monthly Progress Report (PN 720.5)
- B. I-580 Westbound HOV Lane Projects Monthly Progress Report (PN 724.4/724.5)
- C. I-580 Eastbound Express Lane Project Monthly Progress Report (PN 720.4)
- D. I-580 Westbound Express Lane Project Monthly Progress Report (PN 724.1)
- E. I-580 Express Lanes System Integration Monthly Progress Report
- F. I-580 Corridor HOV Lane Projects – Location Map
- G. I-580 Corridor Express Lane Projects – Location Map

Staff Contact

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

[Stefan Garcia](#), Project Controls Team

[Kanda Raj](#), Project Controls Team

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ATTACHMENT A
I-580 Eastbound HOV Lane Project (PN 720.5)
Monthly Progress Report
December 2014

PROJECT DESCRIPTION

The Eastbound I-580 HOV Lane Project is completing one final construction segment, Segment 3 Auxiliary (AUX) Lanes, between Hacienda Drive and Greenville Road. The Project scope includes:

- Construction of auxiliary lanes from Isabel Avenue to First Street;
- Pavement width necessary for a double express (high occupancy toll lane facility);
- Final lift of asphalt concrete (AC) pavement and striping for entire eastbound project limits from Hacienda Drive to Portola Avenue;
- The soundwall that was deleted from the I-580/Isabel Avenue Interchange Project; and
- The widening of two bridges at Arroyo Las Positas in the eastbound direction.

CONSTRUCTION STATUS**Traffic Handling & Night Work**

Construction activities include both day and night work. Significant work is involved in rehabilitating the existing pavement which requires closing traffic lanes; however, no complete freeway closures are anticipated. Due to heavy daytime traffic volumes, closing traffic lanes in the daytime is not feasible. For this reason, pavement rehabilitation work can only be done during nighttime hours. Night work will include setting lane closures and shifting traffic lanes (placement of safety barrier (k-rail) and striping work), existing pavement rehabilitation work (crack and seat, slab replacement and overlay) and electrical work. Caltrans lane closure charts permit the contractor to perform this work at night between 9pm and 4am. Work behind k-rail and all bridge work is expected to occur during daytime hours.

Construction Challenges

Alameda CTC staff is working in close coordination with Caltrans to implement the project within limited funding. Challenges and managed risks for this project include:

- Bird Nesting on structures and in adjacent field areas
- Installation of future express Lane components to facilitate express lane completion. Project staff is working to combine HOV and express lane construction work in a manner that will keep the single HOV lane open until the double lane HOT/HOV express facility is completed

Completed Activities – 76% of the contract work was completed as of 11/20/14

Construction activities began in April 2013. Work completed to date includes:

- Las Positas Creek (EB and WB) bridge widening
- Widening of major box culvert at Arroyo Seco and modification of drainage facilities. Creek diversion is removed and area restored.
- Most retaining walls on the outside of the freeway corridor.

Ongoing & Upcoming Activities

Caltrans maintains a project website

(<http://www.dot.ca.gov/dist4/projects/i580wbhov/>) and conducts public information and outreach efforts in cooperation with Alameda CTC. Ongoing and upcoming work activities include:

- Backfill remaining retaining walls
- Install Lighting and Traffic Operation Systems
- Install infrastructure to support express lane operations
- Paving activities continuing between Hacienda Drive and Greenville Road through October 2014

FUNDING AND FINANCIAL STATUS

The I-580 Eastbound HOV Project is funded through federal, state and local funds.

Funding Plan – SEGMENT 3

Project Phase	Funding Source (\$ million)						Total
	CMIA	RM2	TVTC	FED	SHOPP	Meas. B	
PA&ED						0.02	0.02
PS&E		1.72	1.30	0.23			3.25
ROW		0.17	0.08			0.28	0.53
Construct	17.87	2.20	0.14		4.69	6.57	31.47
Cap							
Construct	2.53	1.12	0.10			0.71	4.46
Sup							
Total	20.40	5.21	1.62	0.23	4.69	7.58	39.73
Total Project Cost: \$39.7M							

SCHEDULE STATUS

The Eastbound AUX Lane project between Hacienda Drive and Greenville Road was advertised on July 9, 2012; bids were opened on October 5, 2012. Caltrans awarded the contract to OC Jones & Sons (with a bid 6.33 percent below the Engineer's Estimate) on November 16, 2012. With the inclusion of infrastructure to support express lane operations, construction is now planned to complete in late 2015.

Project Approval	December 2011 (A)
RTL	May 2012 (A)
CTC Vote	May 2012 (A)
Begin Construction (Award)	November 2012 (A)
End Construction	October 2015 (T)

ATTACHMENT B
I-580 Westbound HOV Lane Projects (PN 724.4/724.5)
Monthly Progress Report
December 2014

PROJECT DESCRIPTION

The Westbound I-580 HOV Lane Project includes three segments:

- **SEGMENT 1** – WB HOV Eastern Segment from Greenville Road to Isabel Avenue
- **SEGMENT 2** – WB HOV Western Segment from Isabel Avenue to San Ramon Road
- **SEGMENT 3** – Bridge widening at Arroyo Las Positas Creek. This work is included in the construction contract for the EB HOV Lane Project (see Attachment A).

CONSTRUCTION STATUS – SEGMENTS 1 & 2

Traffic Handling & Night Work

Construction activities include both day and night work. Significant work is involved in rehabilitating the existing pavement which requires closing traffic lanes; however, no complete freeway closures are anticipated. Due to heavy daytime traffic volumes, closing traffic lanes in the daytime is not feasible. For this reason, pavement rehabilitation work can only be done during nighttime hours. Night work will include setting lane closures and shifting traffic lanes (placement of safety barrier (k-rail) and striping work), existing pavement rehabilitation work (crack and seat, slab replacement and overlay) and electrical work. Caltrans lane closure charts permit the contractor to perform this work at night between 9pm and 4am. Work behind k-rail and all bridge work is expected to occur during daytime hours.

Construction Challenges

Alameda CTC staff is working in close coordination with Caltrans to implement the project within limited funding. Challenges and managed risks for the project include:

SEGMENT 1 (Eastern Segment)

- Installation of future express Lane components to facilitate express lane completion. Project staff is working to combine HOV and express lane construction work in a manner that will allow the HOV/express lane facility to be opened concurrently
- Additional widening of the North Livermore Avenue structure to accommodate express lane width requirements
- New retaining wall to account for recent, accelerated erosion within the Arroyo Seco Creek adjacent to the widening necessary for westbound lanes
- Coordination with concurrent Caltrans projects in the area to reduce cost
- Bird Nesting on structures and in adjacent field areas
- Revision of pavement slab replacements to prioritize in areas most in need

SEGMENT 2 (Western Segment)

- Installation of future express lane components to facilitate express lane completion. Project staff is working to combine HOV and express lane

construction work in a manner that will allow the HOV/express lane facility to be opened concurrently

- Elimination of a retaining wall to reduce project cost
- Changes to the pavement cross section to reduce project cost
- Bird Nesting on structures and in adjacent field areas
- Revision of pavement slab replacements to prioritize in areas most in need

Completed Activities

Construction activities began in March 2013. Work completed to date includes:

SEGMENT 1 (Eastern Segment) – 59% of the contract work was completed as of 11/20/14

- North Livermore Ave bridge widening
- Bridge widening at Arroyo Las Positas (2 locations)
- Arroyo Seco RCB culvert extension
- Construct major drainage facilities (e.g. double box culvert)
- Concrete pavement slab replacements
- Excavate and construct retaining walls and soil nail walls
- Paving of ramp and gore areas

SEGMENT 2 (Western Segment – 70% of the contract work was completed as of 11/20/14

- Median widening from Airway to Hacienda
- BART Barrier modifications
- Temporary striping, shift traffic lanes and placement of safety barrier (k-rail) to allow for Stage 2 outside widening
- Bridge widening at Dougherty Undercrossing near Dublin BART station
- Bridge widening at Tassajara Creek
- Precast slab pavement replacements
- Outside widening from Airway to Hacienda

Ongoing & Upcoming Activities

Caltrans maintains a project website

(<http://www.dot.ca.gov/dist4/projects/i580wbhov/>) and conducts public information and outreach efforts in cooperation with Alameda CTC. Ongoing and upcoming work activities include:

SEGMENT 1 (Eastern Segment)

- Soundwall construction at Vasco Road
- Install Lighting and Traffic Operation Systems
- Install infrastructure to support express lane operations
- Complete retaining walls
- Median widening and barrier reconfiguration
- Mainline paving will begin in spring 2015

SEGMENT 2 (Western Segment)

- Installation of drainage systems
- Median barrier reconfiguration
- Complete retaining walls
- Install Lighting and Traffic Operation Systems
- Install infrastructure to support express lane operations

- Final paving and striping between Airway Boulevard and Hacienda Drive will begin in spring 2015.

FUNDING AND FINANCIAL STATUS

The I-580 Westbound HOV Lane Project is funded through federal, state and local funds available for the I-580 Corridor. The total project cost is \$143.9M, comprised of programmed (committed) funding from federal, state and local sources.

Funding Plan – SEGMENT 1 (Eastern Segment)

Project Phase	Funding Source (\$ million)							Total
	CMIA	RM2	TCRP	FED	SHOPP	Meas. B	TVTC	
Scoping		0.53	0.04					0.57
PA&ED		4.38						4.38
PS&E		2.29	0.11	0.15		1.69	0.42	4.66
ROW		1.16				0.04		1.20
Utilities		0.32						0.32
Const Cap	35.34		5.92	6.19	13.54	1.60		62.59
Const. Sup	6.52		1.59			1.08		9.19
Total	41.86	8.68	7.66	6.34	13.54	4.41	0.42	82.91
Total Project Cost: \$82.9M								

Funding Plan – SEGMENT 2 (Western Segment)

Project Phase	Funding Source (\$ million)							Total
	CMIA	RM2	TCRP	FED	SHOPP	Meas. B	TVTC	
Scoping		0.36	0.02					0.38
PA&ED		2.92						2.92
PS&E		1.53	0.07	0.10		1.12	0.28	3.10
ROW		0.77				0.03		0.80
Utilities		0.21						0.21
Const Cap	33.73		2.49		9.61	0.10	0.30	46.23
Const. Sup	6.75					0.58		7.33
Total	40.48	5.79	2.58	0.10	9.61	1.83	0.58	60.97
Total Project Cost: \$61.0M								

SCHEDULE STATUS

SEGMENT 1 (Eastern Segment):

The Westbound HOV Eastern Segment from Greenville Road to Isabel Avenue was advertised on July 16, 2012 and bids were opened on September 19, 2012. Caltrans awarded the contract to Ghilotti Construction Company, Inc. (with a bid 16.33 percent below Engineer's Estimate) on November 20, 2012. With the inclusion of infrastructure to support express lane operations, construction is now planned to complete in early 2016.

Project Approval	January 2010 (A)
RTL	May 2012 (A)
CTC Vote	May 2012 (A)
Begin Construction (Award)	November 2012 (A)
End Construction	January 2016 (T)

SEGMENT 2 (Western Segment):

The Westbound HOV Western Segment from Isabel Avenue to San Ramon Road was advertised on June 25, 2012 and bids were opened on August 29, 2012. Caltrans awarded the contract to DeSilva Gates Construction (with a bid 23.32 percent below Engineer's Estimate) on October 29, 2012. With the inclusion of infrastructure to support express lane operations, construction is now planned to complete in mid 2015.

Project Approval	January 2010 (A)
RTL	April 2012 (A)
CTC Vote	April 2012 (A)
Begin Construction (Award)	October 2012 (A)
End Construction	July 2015 (T)

ATTACHMENT C

I-580 Eastbound Express Lane Project

Monthly Progress Report

December 2014

PROJECT DESCRIPTION

The I-580 Eastbound Express Lane Project will convert the newly constructed eastbound HOV lane, from Hacienda Drive in Dublin/Pleasanton to Greenville Road in Livermore, to a double express lane facility, a distance of approximately 11 miles.

PROJECT DELIVERY STATUS

- Civil design is complete and combined with the westbound component as one contract package. The civil construction is being implemented through CCO's under the three I-580 HOV lane projects currently in construction (I-580 Westbound HOV Lane - West Segment, I-580 Westbound HOV Lane - East Segment and I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lanes). All the CCOs have been issued to the contractors
- Electronic toll system design is in progress

RECENT ACTIVITIES

- Construction activities are progressing see Attachment A for civil construction updates
- Construction coordination meetings have been held to ease construction sequence between the civil and systems construction projects
- See Attachment E for additional toll system design updates

UPCOMING ACTIVITIES

- Coordinate civil construction activities for completion by March 2015, see Attachment A for civil construction updates
- See Attachment E for toll system design updates

POTENTIAL ISSUES/RISKS

The civil construction has to be completed by early March 2015 to allow ETCC to start the electronic toll system equipment so that express lanes can be opened by November 2015. This schedule is very aggressive. Staff will work closely with Caltrans and ETCC to monitor progress and take appropriate actions as necessary.

FUNDING AND FINANCIAL STATUS

The total project cost of the combined express lane project is \$55 million and is fully funded with a combination of federal, regional and local fund sources.

SCHEDULE STATUS

I-580 Eastbound Express Lane Project Schedule:

Project Approval	March 2014
Civil Design Completion	April 2014
Begin Construction	June 2014
End Construction (Civil and System Integration)	November 2015

ATTACHMENT D
I-580 Westbound Express Lane Project
Monthly Progress Report
December 2014

PROJECT DESCRIPTION

The I-580 Westbound Lane Project will convert the planned westbound HOV lane to a single express lane facility from Greenville Road in Livermore to San Ramon Road / Foothill Road in Dublin / Pleasanton, a distance of approximately 14 miles.

PROJECT DELIVERY STATUS

- The environmental phase is complete
- Civil design is complete and combined with the eastbound component as one contract package. The civil construction is being implemented through CCO's under the three I-580 HOV lane projects currently in construction (I-580 Westbound HOV Lane - West Segment, I-580 Westbound HOV Lane - East Segment and I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lanes). All the CCOs have been issued to the contractors
- Electronic toll system design is in progress

RECENT ACTIVITIES

- Construction activities are progressing, see Attachment B for civil construction updates
- Construction coordination meetings have been held to ease construction sequence between the civil and systems construction projects
- See Attachment E for additional toll system design updates

UPCOMING ACTIVITIES

- Construction activities are progressing, see Attachment B for civil construction updates
- See Attachment E for toll system design updates

POTENTIAL ISSUES/RISKS

The civil construction has to be completed by early March 2015 to allow ETCC to start installation of the electronic toll system equipment so that express lanes can be opened by November 2015. This schedule is very aggressive. Staff will work closely with Caltrans and ETCC to monitor progress and take appropriate actions as necessary.

FUNDING AND FINANCIAL STATUS

The total project cost of the combined express lane project is \$55 million and is fully funded with a combination of federal, regional and local fund sources.

SCHEDULE STATUS

I-580 Westbound Express Lane Project Schedule:

Project Approval	August 2013
Civil Design Completion	April 2014
Begin Construction	June 2014
End Construction (Civil and System Integration)	November 2015

ATTACHMENT E
I-580 Express Lanes System Integration
Monthly Progress Report
December 2014

SYSTEM INTEGRATION SCOPE DESCRIPTION

The I-580 Express Lane civil contract will construct the necessary infrastructure, such as signing, sign gantries for dynamic messaging and toll reading, electrical conduit for connecting power and communication sources and pavement striping to implement express lanes on I-580. The System Integration will include communication and tolling hardware design, software development, and factory testing of equipment/design, toll system equipment/hardware installation and toll system integration. It will also consist of field testing the toll equipment and all subsystems, including the interfaces to the Bay Area Toll Authority - Regional Customer Service Center and Caltrans, prior to implementing the new express lanes.

Detailed Discussion

Electronic Transaction Consultants Corporation (ETCC), the project toll system integrator, has been updating the electronic toll system design to support the "near continuous" access configuration in both directions of I-580. System integration in the I-580 Corridor includes the most recent technologies for software, hardware and traffic detection to efficiently manage current and forecasted traffic congestion by optimizing the existing corridor capacity. The system integrator, however, will continue to own the software while the implementing agency will pay for a license to allow for the use of the toll integrator's software.

As reported in the I-580 Workshops held in 2013, the "near continuous" concept provides additional access opportunities while reducing the foot-print required for implementing a shared express/general purpose lane facility. In addition, it looks and feels similar to a High Occupancy Vehicle (HOV) facility and, therefore, is expected to provide driver familiarity.

To support near continuous access configuration, the electronic toll system has been designed to implement zone tolling and automated toll violation enforcement (involving license plate image capture and review process). Closely spaced toll antennas and readers will be placed approximately at $\frac{3}{4}$ -mile intervals to effectively read FasTrak® transponders. A transponder will be read once within a (tolling) zone by a toll reader and will be charged a fee for use of the lane. Throughout the facility, real-time traffic/travel conditions will be gathered through traffic monitoring stations/devices and demand-based toll rates will be calculated, utilizing a dynamic pricing model algorithm. Calculated toll rates will be displayed on Dynamic Message Signs (DMSs) ahead of potential express lane entry locations in order to inform travelers. The DMSs are expected to display two rates, the first rate is for travel within the current or

immediately downstream zone and the second rate is for travel to a major destination within the corridor (determined as end of the line in this I-580 Corridor).

Per Commission approval in September 2014, the system design now includes automated toll violation enforcement. To enact toll violation enforcement the Commission will have to adopt a "Toll Ordinance" under the purview of Vehicle Code Section 40250 which allows toll operators to enact such ordinances, including the penalties associated with violations. Several administrative steps will have to be finalized prior to the Commission adopting a toll ordinance, and staff will detail the timeline and process associated with development and adoption of a toll ordinance.

Express lane implementation on I-580 will depend on services provided by others, primarily by the Bay Area Toll Authority (BATA). Therefore, staff is closely working with BATA to finalize the switchable (aka FasTrak flex®) transponder rollout plan, a new I-580 customer service agreement for BATA provided services such as toll collection, FasTrak account relations, toll violation/delinquent notices and penalty collection services, etc., and the interface requirements for interacting toll systems with BATA operated regional customer service center. Project toll system design and implementation are contingent on finalizing the above.

Project Geometry and Electronic Toll System Design

The latest version of the express lanes concept includes the following:

In the eastbound I-580 direction:

- Buffer separated single-lane HOV/Express Lane will be installed from Hacienda Drive to Fallon Road
- Continuous access dual-lane HOV/Express Lane will be installed from Fallon Road to west of Vasco Road
- Continuous access single-lane HOV/Express Lane will be installed from west of Vasco Road to Greenville Road

In the westbound I-580 direction:

- Continuous access single-lane HOV/Express Lane will be installed from Greenville Road to Hacienda Drive
- A buffer separated single-lane HOV/Express Lane will be installed from Hacienda Drive to the I-580/I-680 Interchange

PROJECT STATUS

Software and hardware design

The system integration is currently in the design phase. The system integrator consultant, ETCC, has been proceeding with software and hardware development, consistent with project concepts presented in the I-580 Workshops held in 2013. Zone tolling to facilitate efficient toll collection and an automated toll violation system are part of the design. System design also includes tools to support the California Highway Patrol's efforts in curtailing vehicle occupancy violation.

ETCC's system installation plan has been coordinated with on-going Caltrans construction projects. Based on construction coordination efforts, ETCC will finalize its installation schedule. Subsequently, ETCC will perform a series of factory and field tests and work with Alameda CTC staff to validate its hardware and software design prior to opening the new express lanes facility. Construction is expected to commence in late March 2015 with the electronic toll system fully operational in November 2015.

Agency staff in cooperation with regional partners is working to deploy a comprehensive public education and outreach program to support the implementation of the express lanes. Business rules have been developed for consistent driver experience within the Regional Bay Area Express Lane Network. Staff will provide additional details about the public education and outreach program in the January 2015 Committee meeting.

RECENT ACTIVITIES

- To coordinate or to plan sequence construction activities, staff has been coordinating monthly coordination meetings with ETCC and Caltrans construction.
- ETCC has procured several back office equipment for testing and validation, ahead of the February 2015 Factory Acceptance Test.
- Continue to discuss interface requirements with BATA's vendor Xerox for processing transponder-based and image-based toll trips.
- Based on Commission's approval in September 2014, staff is working with ETCC to amend its contract to include license plate image capture and review system (ICRS) in the scope of services

UPCOMING ACTIVITIES

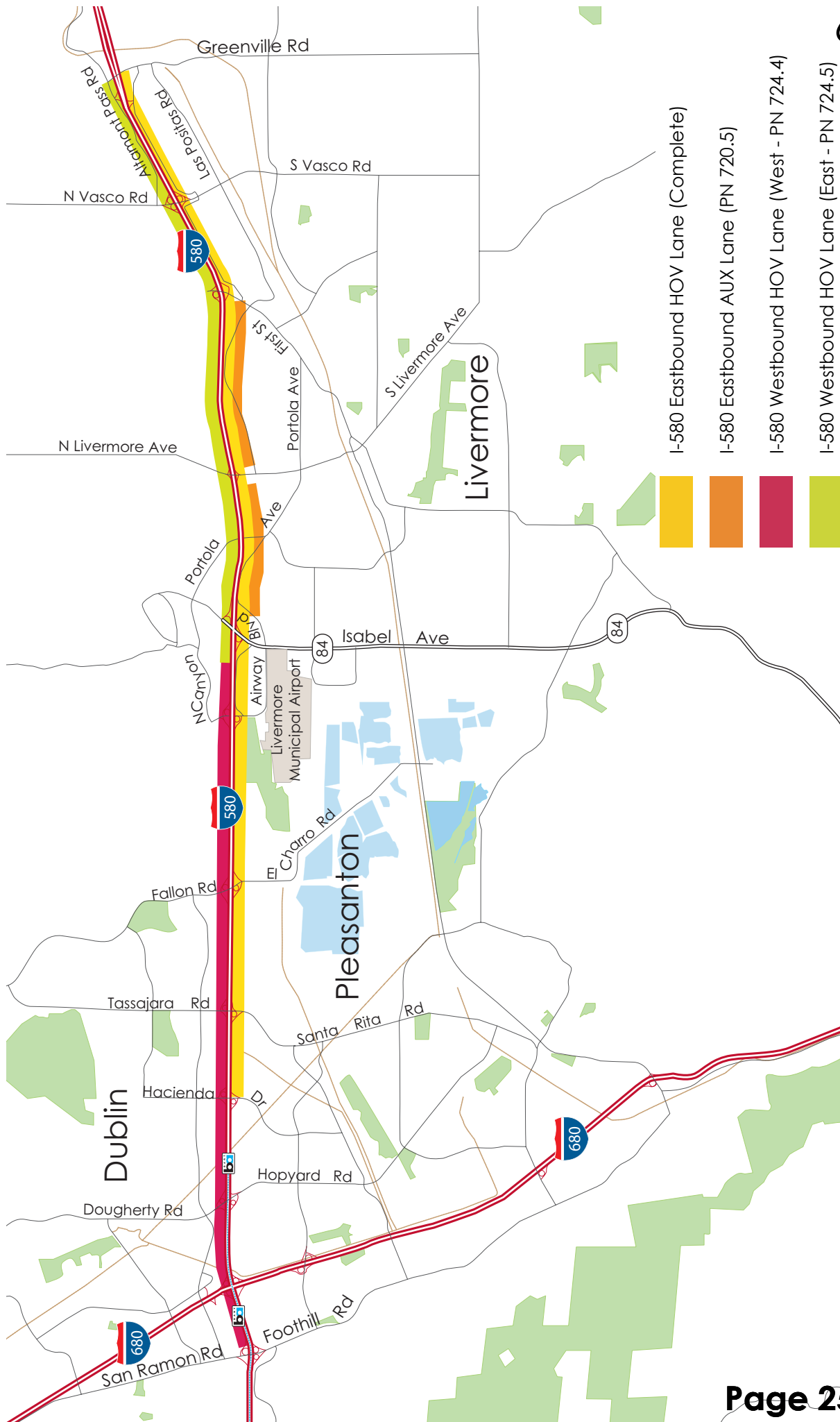
- Roll out the education and outreach campaign to the public in early 2015 to educate about the benefits of express lanes, how to use the lanes, new technologies, including the required use of switchable transponders, and how the public can acquire a new transponder
- Continue to work with Xerox to finalize interfacing requirements with BATA Regional Customer Service Center
- Conduct factory acceptance test in February 2015
- Continue to coordinate with BATA to complete a customer services agreement by January/February 2015 for collecting tolls and processing toll violation enforcement services
- Continue to work with Caltrans to complete an Operations and Maintenance (O&M) Agreement by spring 2015
- Continue to work with California Highway Patrol to complete a Service Agreement by spring 2015

FUNDING AND FINANCIAL STATUS

The total project cost of the combined Eastbound and Westbound I-580 Express lane project is \$55 million, and is fully funded with a combination of federal, regional and local fund sources.

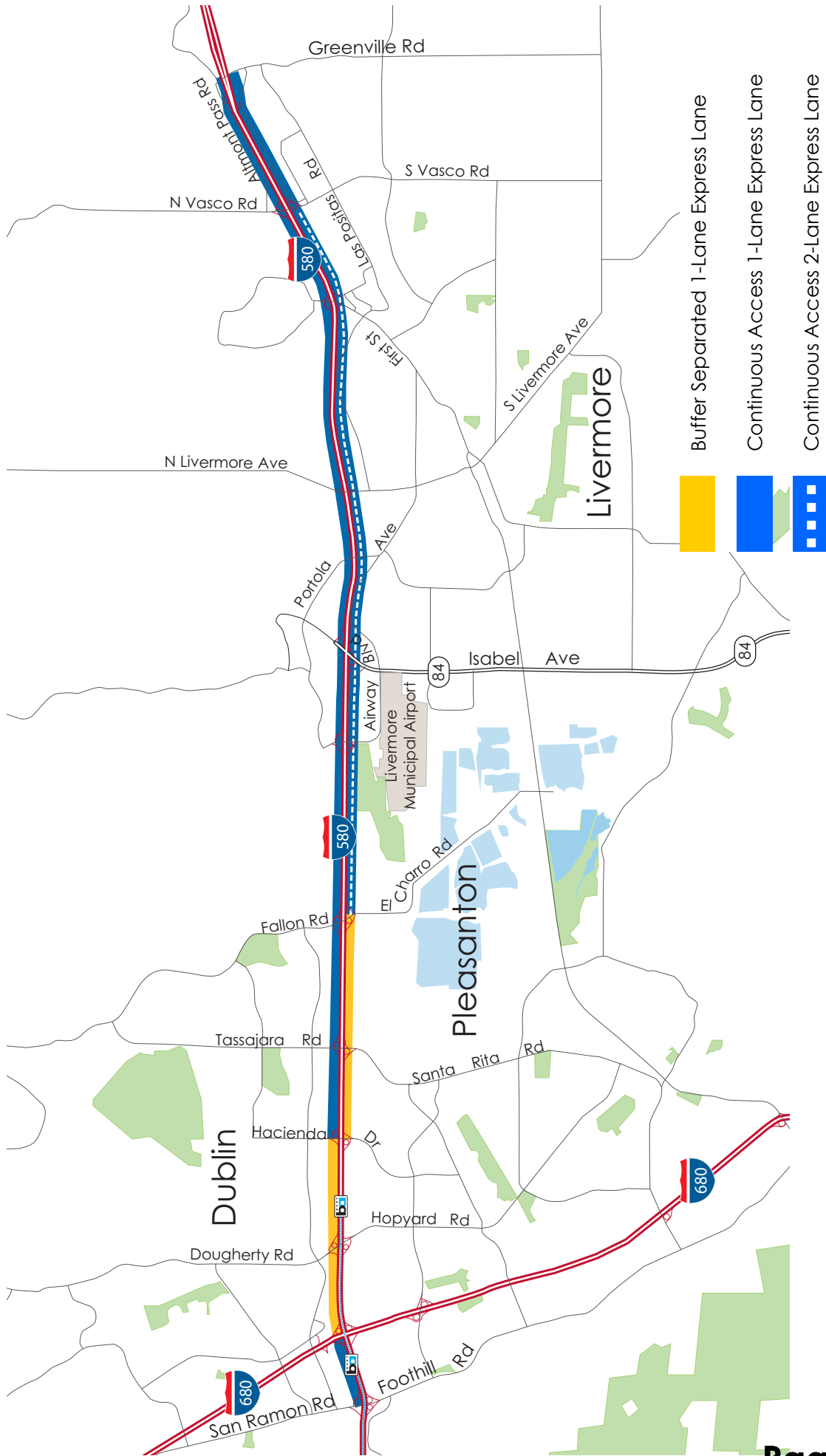
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I-580 Corridor HOV Lane Projects - Location map



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I-580 Express Lane Projects Location map



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Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 22, 2015

SUBJECT: I-580 Express Lanes Education, Outreach and Regional Coordination

RECOMMENDATION: Receive an update on I-580 Express Lanes Education, Outreach and Regional Coordination

Summary

Alameda CTC will open new Express Lanes on I-580 in the Tri-Valley in fall 2015. A comprehensive research-based education and outreach approach has commenced to inform motorists about the benefits of the lanes, how to use the lanes, and how to obtain the required FasTrak® Flex toll tags, expected to be market ready by summer 2015. I-580 Express Lanes outreach and education will be implemented within the project area and I-580 travel sheds, which also include San Joaquin and Contra Costa Counties. The education and outreach aims to ensure safe and proper use of the lanes, clear understanding of how enforcement works, and to support positive perception of the lanes to set the stage for successful future projects in the planned regionwide Bay Area Express Lanes network.

Background

In December 2013, the Alameda CTC Commission approved the execution of a contract for I-580 Express Lanes Public Outreach and Education Services with Wilson, Sparling & Associates (formerly Frank Wilson & Associates) who have extensive experience promoting the benefits of managed lanes in California and other states. An Outreach and Education Plan has been developed that details the specific activities to occur for this project, and a research plan was implemented over the summer to understand public perceptions of the lanes to assist in refining appropriate messages in the public outreach and education materials. In September 2014, staff presented the research findings and the process for integrating the results into activities that are now being implemented throughout the Tri-Valley and in Contra Costa and San Joaquin Counties.

Education and Outreach Schedule

Staff conducts monthly working meetings with the Metropolitan Transportation Commission (MTC), Bay Area Infrastructure Financing Authority (BAIFA) and Bay Area Toll Authority (BATA)

to coordinate on the development and implementation of consistent public outreach activities for Bay Area Express Lanes, including marketing and outreach of the forthcoming FasTrak Flex toll tag. This new toll tag will be required of all carpoolers upon full operation of the 580 Express Lanes and significant public outreach is planned in order to educate the public on the benefits of the tags, how to use them, and where to obtain them. Broad accessibility of these tags is critical for the effective operations of the 580 Express Lanes, and Alameda CTC is incorporating information about these toll tags throughout its outreach plans and materials.

The following provides the outreach schedule and approach to these tasks:

January – May 2015

Key Messages: Express Lanes are coming; Benefits of Express Lanes; How to Use Express Lanes; Where to get information and toll tags.

Key Activities:

- Meetings with jurisdictions throughout the corridor in Alameda, Contra Costa and San Joaquin Counties.
- Produce fact sheet and event materials
- Attendance at public events in Tri-Valley, Contra Costa and San Joaquin Counties (calendar includes more than 25 events)
- Outreach to top employers within commute shed
- Schedule media opportunities to mark construction milestones
- Work with partners (MTC/BATA) who are developing a FasTrak Flex outreach plan and toll-tag messaging and marketing materials
- Support MTC/BATA's efforts to provide FasTrak Flex at retail locations throughout the I-580 commute shed when the tag becomes available

June– August 2015

Key Messages: How to use the 580 Express Lanes; Improvements to the 680 Southbound Express Lane; Get your FasTrak Flex Toll tag

Key Activities:

- Attend community and employer events and provide opportunities to obtain FasTrak Flex (as possible based upon coordination efforts with MTC/BATA)
- Outreach to key stakeholders and media
- Presentations to civic and business groups (Lyons, Rotary, Chambers of Commerce, business parks, etc.)
- Coordination with CHP to ensure safety and enforcement
- Plan for paid advertising

September - December 2015

Key Messages: Express Lanes are opening; How to use them; Get your FasTrak Flex Toll Tag

Key Activities:

- Attend community events and provide opportunities to obtain FasTrak Flex
- Press Conference and Media Tour
 - Introduce "How to use the I-580 Express Lanes" Video
 - Interviews with Alameda CTC Commissioners and CHP
- Outreach to carpoolers to reinforce and support carpooling
- Continue marketing campaign for FasTrak Flex tolls tags
- Grand Opening/Ribbon Cutting Event
- Continued coordination with CHP to ensure safety and enforcement and to support grace period (based upon Commission approval) and violator education to offer violators opportunities to become customers
- Continued coordination with regional partners

January – March 2016

Key Messages: Post-Launch success; Get your FasTrak Flex Toll Tags to take advantage of travel choices offered by the Express Lanes.

Key Activities:

- Ongoing education to drivers and close coordinate with CHP to ensure drivers understand rules of the road
- Continue marketing campaign for FasTrak Flex tolls tags
- Collect and promote testimonials of new users of I-580 lanes
- Promote statistics on growing usage tied to milestones
- Develop messaging around travel time saved by the Express Lanes
- Document public feedback and effectiveness of targeted outreach and marketing

Next Steps

Staff will continue to bring outreach and education updates to the I-580 Express Lane Policy Committee and Commission throughout the coming year as staff plans and implements public education and outreach tasks to ensure the successful launch and post-launch use of the I-580 Express Lanes. Topics will include:

1. Transponder user education and marketing – March 2015
2. Outreach and education for Express Lanes launch – June 2015
3. Update on launch activities – Sept 2015

Fiscal Impact: There is no fiscal impact to the Alameda CTC budget due to this item. This is for information only.

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy
[Heather Barber](#), Communications Manager

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Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 22, 2015

SUBJECT: Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

RECOMMENDATION: Receive an update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.

Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program (CMP). As part of the LUAP, Alameda CTC reviews Notices of Preparations (NOPs), General Plan Amendments (GPAs), and Environmental Impact Reports (EIRs) prepared by local jurisdictions and comments on them regarding the potential impact of proposed land development on the regional transportation system.

Since the last update on November 12, 2014, the Alameda CTC reviewed one Draft Environmental Impact Report (DEIR) and one Notice of Preparation (NOP). Comments were submitted on these documents and the comment letters are included as attachments A and B.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. Response to DEIR for the 2211 Harold Way Mixed-Use Project
- B. Response to the NOP of the Draft Environmental Impact for the San Leandro General Plan Update

Staff Contact

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

[Daniel Wu](#), Assistant Transportation Planner

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November 19, 2014

Aaron Sage
Senior Planner
City of Berkeley
Planning and Development Department
2120 Milvia St
Berkeley, CA 94704

SUBJECT: Response to Draft Environmental Impact Report (DEIR) for the 2211 Harold Way Mixed-Use Project

Dear Mr. Sage,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the 2211 Harold Way Mixed-Use Project. The project site is a portion of a 1.63-acre property forming one city block in Downtown Berkeley, bounded by and fronting Shattuck Avenue to the east, Kittredge Street to the south, Harold Way to the west, and Allston Way to the north. The proposed project would consist of 302 residential units, 10,535 square feet of retail or restaurant, a 665 seat cinema, 171 auto parking spaces, and 100 bicycle parking spaces.

We have reviewed the application and determined that this project is exempt from review under the Congestion Management Program Land Use Analysis Program as it will not generate 100 p.m. peak hour trips in excess of trip generation expected from the existing land uses.

Per our email correspondence from November 14, 2014, we understand the adjustment factors applied to reflect a project context with lower automobile mode share in the trip generation calculation contained in the DEIR. We have reviewed this calculation and find it to be consistent with the Congestion Management Program and reasonable to support the conclusion that the project will generate fewer than 100 p.m. peak hour trips.

Thank you for the opportunity to comment on this DEIR. Please contact me at (510) 208-7405 or Daniel Wu of my staff at (510) 208-7453 if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tess Lengyel".

Tess Lengyel
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner
file: CMP/Environmental Review Opinions/2014

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December 3, 2014

Tom Liao
Deputy Community Development Director
City of San Leandro
835 East 14th Street
San Leandro, CA 94577

SUBJECT: Response to the Notice of Preparation of the Draft Environmental Impact for the San Leandro General Plan Update

Dear Mr. Liao,

Thank you for the opportunity to comment on the Notice of Preparation of the Draft Environmental Impact for the San Leandro General Plan Update. Our comments below refer to the General Plan Update as a "Project," pursuant to the California Environmental Quality Act (CEQA) Guidelines, Chapter 14 California Code of Regulations, Section 15378[a].

The Project location comprises all the land in the City's Sphere of Influence as defined by the Alameda County Local Agency Formation Commission (LAFCO), including all land within the Hayward city limits and adjacent unincorporated county land, including open space in Lake Chabot Regional Park, and the community of Ashland.

The comprehensive update to the City of San Leandro's existing General Plan contains seven elements that are required by state law: land use, circulation, housing, open space, noise, safety, and conservation. In addition, the City's General Plan adopts optional elements including community facility element that focuses on City services and a community design and preservation element that focuses on the character of the City's neighborhoods and business districts. The updated General Plan will also cover the sustainability and greenhouse gas reduction strategies addressed by the City's 2009 Climate Action Plan.

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

Basis for CMP Review

- The City of San Leandro adopted Resolution 92-260 on September 8, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project.

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP was amended on March 26th, 1998 so that local jurisdictions are responsible for conducting travel model runs themselves or through a consultant. The City of San Leandro and the Alameda CTC signed a Countywide Model Agreement on April 1, 2008. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request. The most current version of the Alameda CTC Countywide Travel Demand Model is the July 2014 update.

Impacts

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network.
 - MTS roadway facilities in the project area include Interstate 880, Interstate 580, Interstate 238, East 14th Street (SR-185), Mission Boulevard (SR-185), Doolittle Drive (SR-61), Davis Street (SR-61/SR-112), Washington Avenue, 150th Avenue, Hesperian Boulevard, Lewelling Boulevard, and Mattox Road.
 - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.
 - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2013 CMP for more information).
- The DEIR should address potential impacts of the project on Metropolitan Transportation System (MTS) transit operators.
 - MTS transit operators potentially affected by the project include BART and AC Transit.
 - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix L of the 2013 CMP document for more details.
- The DEIR should address potential impacts of the project to cyclists on the Countywide Bicycle Network.
 - Countywide bicycle facilities in the project area include:
 - Bay Trail – a multi-use trail facility along the shoreline.
 - Bicycle lanes on Doolittle Drive, Davis Street, East 14th Street, Bancroft Avenue, Estudillo Avenue, Fairmont Drive, Hesperian Boulevard, Washington Avenue, Springlake Drive, Farallon Drive, Wicks Boulevard, Lewelling Boulevard, and Foothill Boulevard.
 - Bicycle routes on Bancroft Avenue and Lewelling Boulevard.
 - The future East Bay Greenway.
 - Bicycle related impacts to consider include effects of vehicle traffic on bicyclist conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix L of the 2013 CMP document for more details.
- The DEIR should address potential impacts of the project to pedestrians in Countywide Pedestrian Plan Areas of Countywide Significance.

- The following portions of the Project planning area overlaps with an Area of Countywide Pedestrian Significance:
 - The half mile radius areas around San Leandro and Bay Fair BART stations. The area around San Leandro BART station includes Downtown San Leandro as a central business district.
 - The half mile buffer areas along AC Transit's trunk service lines on Bancroft Avenue, East 14th Street, Mission Boulevard, and Hesperian Boulevard.
- Pedestrian related impacts to consider include effects of vehicle traffic on pedestrian conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix L of the 2013 CMP document for more details.

Mitigation Measures

- Alameda CTC policy regarding mitigation measures is that to be considered adequate they must be:
 - Adequate to sustain CMP roadway and transit service standards;
 - Fully funded; and
 - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CWTP), and the Regional Transportation Plan (RTP) or the federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.
- The DEIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The DEIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.
- Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify whether the mitigation will result in an improvement, degradation, or no change in conditions for automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.
- The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices G and H of the 2013 CMP).

Other

- Alameda CTC supports the City's integration of complete street principles in updating the General Plan's circulation elements. This integration meets the requirements of Assembly Bill 1358 that

requires all major updates to circulation elements plan for a multi-modal transportation network that meets the needs of all modes and users. Alameda CTC has published a white paper providing best practices in incorporating complete streets principles in a city or county general plan circulation, transportation, or mobility element. This document is available at:

http://www.alamedactc.org/files/managed/Document/14305/AlamedaCTC_AB1358_BestPracticesWhitePaper.pdf

- Alameda CTC encourages the City to consider Transit Oriented Development (TOD) access and to adopt a comprehensive TOD program, including environmentally clearing all access improvements necessary to support TOD as part of environmental documentation. See Appendix L of the 2013 CMP document for more details.
- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.

Thank you for the opportunity to comment on this NOP. Please contact me at (510) 208-7405 or Daniel Wu of my staff at (510) 208-7453 if you have any questions.

Sincerely,



Tess Lengyel
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner

file: CMP/Environmental Review Opinions/2014



Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 22, 2014

SUBJECT: BART Downtown Berkeley Station Project: STIP Amendment

RECOMMENDATION: Approve 1) STIP Amendment for the BART Downtown Berkeley Station Project (PPNo 2103B) and the BART Station Modernization Program (PPNo 2010C) and 2) Provide concurrence to amend the State Proposition 1B Program to include the BART Downtown Berkeley Station Project.

Summary

The Bay Area Rapid Transit District (BART) has requested an amendment to the State Transportation Improvement Program (STIP) to move currently programmed STIP funds from the BART Downtown Berkeley Station Project (PPNo 2103B) to the BART Station Modernization Program (PPNo 2010C) in order to accommodate timely project delivery.

The BART Downtown Berkeley Station Project currently has \$3.726 million of STIP funds programmed in FY 16/17; therefore, the funds are not available for allocation until July 1, 2016. This project is currently scheduled to begin construction during the summer of 2015. The BART Station Modernization Program has available State Proposition 1B funds that can be reprogrammed to the BART Downtown Berkeley Station Project for immediate use.

Upon Commission approval of BART's STIP amendment request, staff will notify the Metropolitan Transportation Commission so they can provide their approval for forwarding the request to the California Transportation Commission.

Discussion

The BART Downtown Berkeley Station Project is scheduled for contract award in July 2015. STIP funds on the project will not be available until FY 16/17. In order to move forward with the project, BART is proposing a shift of funds, further detailed in the attached letter, between two BART projects; one currently programmed in the STIP and the other programmed with State Proposition 1B funds. The net change to either project's funding plan will be zero. Approval of this action would initiate the reprogramming of STIP funds from the Downtown Berkeley Station Project to the BART Station Modernization Program and an equivalent amount of currently available State Proposition 1B funds to be reprogrammed from the Station Modernization Program to the Downtown Berkeley Station Project.

Fiscal Impact: The recommended actions are programming activities and have no direct fiscal impact to the Alameda CTC.

Attachments

- A. Request Letter from BART dated November 18, 2014

Staff Contact

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

[Vivek Bhat](#), Senior Transportation Engineer


SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

November 18, 2014

RECEIVED

NOV 20 2014

ALAMEDA CTC

2014

Joel Keller
PRESIDENT

Thomas M. Blalock, P.E.
VICE PRESIDENT

Grace Crunican
GENERAL MANAGER

Art Dao
Executive Director
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Berkeley BART Plaza & Transit Area Improvements Project
Programming Change Request of State Transportation Improvement
Program (STIP) Funds to BART Stations Modernization Program (Prop1B)

DIRECTORS

Gail Murray
1ST DISTRICT

Joel Keller
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Thomas M. Blalock, P.E.
6TH DISTRICT

Zakhary Mallett, MCP
7TH DISTRICT

James Fang
8TH DISTRICT

Tom Radulovich
9TH DISTRICT

Dear Mr. Dao,

The San Francisco Bay Area Rapid Transit District (BART) hereby requests the re-programming of \$3.726M in STIP funding from the subject project to the BART Stations Modernization Program. This reprogramming is necessary to avoid significant delay of the project completion.

BART requires a project to secure full funding prior to seeking Board approval for award of the construction contract. The subject contract award is scheduled for July 2015. CTC has announced a two-year deferral of \$3.726M in STIP funding for this project, which would not make the funding available until FY16/17. This delay would prevent the Berkeley BART Plaza project from awarding a construction contract per schedule.

Under this proposal, a net zero swap of funds between the Stations Modernization Program and the Berkeley BART Plaza & Transit Area Improvement projects would occur. BART would reprogram \$3,726,000 of FY 2010-11 Prop 1B (Revenue share) funds from the Stations Modernization Program to the Berkeley BART Plaza & Transit Area Improvements Project. These Prop 1B funds have been received and BART will implement the funding change with Caltrans Mass Transportation. The Prop 1B funds would be replaced by \$3,726,000 in FY 2016/17 STIP funding currently programmed to the Berkeley BART Plaza & Transit Area Improvements Project.

Thank you for your time in considering this proposal. Should you have any questions, please contact Donna Lee at 510-464-6282.

Sincerely,

Tian Feng, FAIA, FCSI
District Architect

cc: File
Vivek Bhat
Kenny Kao
Frank Kahren
Donna Lee

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Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 22, 2015

SUBJECT: East Bay Greenway Project: Corridor Planning

RECOMMENDATION: 1) Authorize the release of a Request for Proposal (RFP) for scoping and environmental phases and 2) Authorize the Executive Director to negotiate a Professional Services Agreement with the top ranked firm for the scoping and environmental phases of the project.

Summary

The East Bay Greenway (EBGW) is a major trail project in the Countywide Bicycle and Pedestrian Plans that is ultimately envisioned to traverse North, Central, and South Alameda County from Contra Costa County to Santa Clara County, providing a critical walking and bicycling facility for transportation and recreation. Substantial portions of the trail are envisioned to be constructed along the BART alignment and the greenway will provide high quality connections to regional transit and other key destinations.

Alameda CTC is the project sponsor and has recently secured \$3 million in funds for the scoping and environmental phases of a 15-mile segment of the EBGW corridor from north of the Fruitvale BART station to the South Hayward BART station, running along the BART alignment through Oakland, San Leandro, Hayward and the unincorporated communities of Ashland and Cherryland.

Upon Commission approval, a RFP for professional services to perform scoping and environmental phase activities is expected to be issued in March 2015. Staff anticipates returning to the Commission in July 2015 with an award recommendation. The estimated duration to complete the scoping and environmental phases is two years.

Background

The East Bay Greenway (EBGW) is a major trail project in the Countywide Bicycle and Pedestrian Plans that is ultimately envisioned to traverse North, Central, and South Alameda County from Contra Costa County to Santa Clara County, providing a critical walking and bicycling facility for transportation and recreation. Substantial portions of the trail are envisioned to be constructed along the BART alignment and the greenway will provide high quality connections to regional transit and other key destinations.

Alameda CTC is the project sponsor for the East Bay Greenway and has recently secured \$3 million in funds (\$2.656 million in state competitive Active Transportation Program (ATP) funds and \$344,100 in Measure B funds as the local match) towards scoping and environmental phase activities.

Significant milestones already achieved for the EBGW include:

- (a) Adoption of Initial Study/Mitigated Negative Declaration (IS/MND) for the 12-mile long section that parallels the BART corridor, surface streets, and portions of the Union Pacific Railroad (UPRR), extending from 19th Avenue in Oakland to the Hayward BART Station (October 25th, 2012).
- (b) Authorization to Proceed with Construction of Segment 7A, a half mile segment located between 75th and 85th Avenues, adjacent to San Leandro Street and beneath the aerial Bay Area Rapid Transit (BART) tracks, in the City of Oakland (September 17, 2012).

Fiscal Impact: There is no significant fiscal impact associated with the approval of this item.

Staff Contact

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

[Matt Bomberg](#), Assistant Transportation Planner



Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 22, 2015

SUBJECT: Time Extension Only Amendments

RECOMMENDATION: Approve and authorize the Executive Director to execute amendments for requested time extensions (as shown in Table A) in support of the Alameda CTC's Capital Projects and Program delivery commitments.

Summary

Alameda CTC enters into agreements with consultants and local, regional, state, and federal entities, as required, to provide the services necessary to meet the Capital Projects and Program delivery commitments. Agreements are entered into based upon estimated known project needs for scope, cost, and schedule.

Two agreements have been identified with justifiable needs for a time extension and are recommended for approval.

Background

Through the life of an agreement, situations may arise that warrant the need for a time extension. The most common and justifiable reasons include (1) project delays and (2) extended project closeout activities.

Staff recommends that the Commission authorize the Executive Director of Alameda CTC to amend the listed agreement as shown in Table A (Attachment A).

There is no Levine Act conflict.

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

Attachments

A. Table A: Contract Time Extension Summary

Staff Contact

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

[Trinity Nguyen](#), Senior Transportation Engineer

Index No.	Contract No.	Firm/Agency	Project/Services	Contract Amendment History	Time Request	Reason Code	Fiscal Impact
1	A10-010	Harris and Associates	Webster Street SMART Corridor	A1: Additional time A2: Additional time A3: Additional time A4: Additional budget A5: Additional time	1 year	1	None
2	A09-006	TJKM	Webster Street SMART Corridor	A1: Additional budget/time A2: Additional budget/time A3: Additional time A4: Additional budget/time A5: Additional budget/time	1 year	1	None

(1) Project delays.

(2) Extended project closeout activities.

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Memorandum

6.8

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 22, 2015

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

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

Summary and Discussion

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

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

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

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

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

Fiscal Impact

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

Attachments

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

Staff Contact

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

[Vivek Bhat](#), Senior Transportation Engineer

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

ABSTRACT

Resolution No. 4035, Revised

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

The resolution includes the following attachments:

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

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

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

ABSTRACT

MTC Resolution No. 4035, Revised

Page 2

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4035, Revised

Page 3

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

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4035, Revised

Page 4

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

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

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

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

ABSTRACT

MTC Resolution No. 4035, Revised

Page 5

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4035

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

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

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

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

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

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

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

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

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

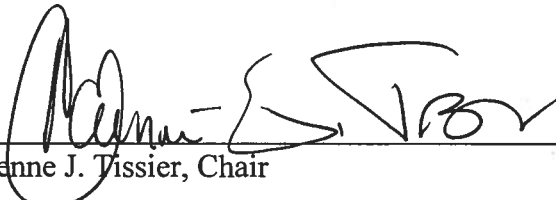
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

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

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

Attachment A
Resolution No. 4035

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

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

BACKGROUND

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

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

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

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

CYCLE 2 REVENUE ESTIMATES AND FEDERAL PROGRAM ARCHITECTURE

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

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

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

OBAG Fund Distribution Factors

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

* RHNA 2014-2022

**Housing Production Report 1999-2006

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

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

CYCLE 2 GENERAL PROGRAMMING POLICIES

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

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

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

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

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

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

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

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

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

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

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

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

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

3. Bicycle and Pedestrian Improvements

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

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

4. Transportation for Livable Communities

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

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

Infrastructure Projects

Bicycle/Pedestrian Use:

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

Exclusions found to be ineligible uses of CMAQ funds:

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

6. Priority Conservation Areas

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

PROGRAM SCHEDULE

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

Appendix A-1

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

Cycle 2/OBAG 1 Funding Commitments

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

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

** Safe Routes To School assigned to County CMAAs

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

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

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

Appendix A-2

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

OBAG 1 - County CMA Planning

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

Regional Agency Planning

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

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* 3% escalation from FY 2015-16 Planning Base

\$42,479,000

\$51,629,000

Appendix A-3

Cycle 2 / OBAG 1 Safe Routes to School County Distribution FY 2012-13 through FY 2016-17 December 2014

Safe Routes To School County Distribution

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

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* From California Department of Education for FY 2010-11

Attachment B-1

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

Cycle 2

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

Regional Programs Project List

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

Attachment B-1

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 Adopted: 05/17/12-C
 Revised: 10/24/12-C
 11/28/12-C 12/19/12-C 01/23/13-C
 02/27/13-C 05/22/13-C 09/25/13-C
 11/20/13-C 12/18/13-C 02/26/14-C
 03/26/14-C 04/23/14-C 05/28/14-C
 06/25/14-C 07/23/14-C 09/24/14-C
 11/19/14-C 12/17/14-C

Cycle 2

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

Regional Programs Project List

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

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

6. CLIMATE INITIATIVES PROGRAM (CIP)				
<i>Car Sharing</i>				
<u>Hayward RFP for Car Sharing Services</u>	<u>Hayward</u>	<u>\$200,480</u>	<u>\$0</u>	<u>\$200,480</u>
<u>Oakland Car Share and Outreach Program</u>	<u>Oakland</u>	<u>\$320,526</u>	<u>\$0</u>	<u>\$320,526</u>
<u>CCTA Car Share4All</u>	<u>CCTA</u>	<u>\$973,864</u>	<u>\$0</u>	<u>\$973,864</u>
<u>TAM Car Share CANAL</u>	<u>TAM</u>	<u>\$125,000</u>	<u>\$0</u>	<u>\$125,000</u>
<u>City of San Mateo Car Sharing - A Catalyst for Change</u>	<u>San Mateo</u>	<u>\$210,000</u>	<u>\$0</u>	<u>\$210,000</u>
<u>Santa Rosa Car Share</u>	<u>SCTA</u>	<u>\$170,130</u>	<u>\$0</u>	<u>\$170,130</u>
<u>Public Education Outreach</u>	<u>MTC</u>	<u>\$312,000</u>	<u>\$0</u>	<u>\$312,000</u>
Transportation Demand Management	MTC	\$6,000,000	\$0	\$6,000,000
Bay Area Bike Share (Phase II)	MTC/BAAQMD	\$6,000,000	\$0	\$6,000,000
EV Charging Infrastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	\$0	\$6,000,000	\$6,000,000
6. CLIMATE INITIATIVES PROGRAM (CIP)	TOTAL:	\$14,312,000	\$6,000,000	\$20,312,000

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

7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)				
<i>Specific projects TBD by CMAAs</i>				
<u>Alameda County SRTS Program - Supplemental</u>	<u>ACTC</u>	<u>\$569,000</u>	<u>\$0</u>	<u>\$569,000</u>
<u>Contra Costa County SRTS Program - Supplemental</u>	<u>CCTA</u>	<u>\$436,000</u>	<u>\$0</u>	<u>\$436,000</u>
<u>Marin County SRTS Program - Supplemental</u>	<u>TAM</u>	<u>\$84,000</u>	<u>\$0</u>	<u>\$84,000</u>
<u>Napa County SRTS Program - Supplemental</u>	<u>NCTPA</u>	<u>\$56,000</u>	<u>\$0</u>	<u>\$56,000</u>
<u>San Francisco County SRTS Program - Supplemental</u>	<u>SFCTA</u>	<u>\$191,000</u>	<u>\$0</u>	<u>\$191,000</u>
<u>San Mateo County SRTS Program - Supplemental</u>	<u>SMCCAG</u>	<u>\$252,000</u>	<u>\$0</u>	<u>\$252,000</u>
<u>Santa Clara County SRTS Program - Supplemental</u>	<u>Santa Clara</u>	<u>\$713,000</u>	<u>\$0</u>	<u>\$713,000</u>
<u>Solano County SRTS Program - Supplemental</u>	<u>STA</u>	<u>\$166,000</u>	<u>\$0</u>	<u>\$166,000</u>
<u>Sonoma County SRTS Program - Supplemental</u>	<u>SCTA</u>	<u>\$183,000</u>	<u>\$0</u>	<u>\$183,000</u>

Attachment B-1

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

Cycle 2

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

Regional Programs Project List

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

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

Attachment B-1

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

Cycle 2

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

Regional Programs Project List

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

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Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

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

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

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

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

Cycle 2

OBAG Project List

FY 2012-13 through FY 2016-17

December 2014

OBAG Program Project List

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

Attachment B-2

MTC Resolution No. 4035, Attachment B-2

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

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

OBAG Program Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other (RTIP, etc.)	Total Cycle 2
CYCLE 2 COUNTY OBAG PROGRAMMING		\$309,314,000	\$18,036,000	\$327,350,000
<i>Specific projects TBD by Marin CMA</i>	TBD	\$0	\$0	\$0
CMA Base Planning Activities - Marin	TAM	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - Marin	TAM	\$418,000	\$0	\$418,000
CMA Planning Activities FY 2016-17 Supplement - Marin	TAM	\$720,000	\$0	\$720,000
Central Marin Ferry Bike/Ped Connection	TAM	\$1,500,000	\$0	\$1,500,000
Bolinas Avenue and Sir Francis Drake Intersection Imps.	Ross	\$274,000	\$0	\$274,000
San Rafael Various Streets and Roads Preservation	San Rafael	\$457,000	\$0	\$457,000
San Rafael Transit Center Pedestrian Access Imps.	San Rafael	\$1,900,000	\$0	\$1,900,000
Fairfax Parkade Circulation and Safety Imps.	Fairfax	\$0	\$300,000	\$300,000
North Civic Center Bicycle and Pedestrian Imps	Marin County	\$243,000	\$407,000	\$650,000
Donahue Street Preservation	Marin County	\$1,077,000	\$0	\$1,077,000
DeLong Ave. and Ignacio Blvd Preservation	Novato	\$779,000	\$0	\$779,000
MARIN COUNTY	TOTAL:	\$10,041,000	\$707,000	\$10,748,000
NAPA COUNTY				
<i>Specific projects TBD by Napa - NCTPA</i>	TBD	\$0	\$0	\$0
CMA Base Planning Activities - Napa	NCTPA	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities FY 2016-17 Supplement - Napa	NCTPA	\$720,000	\$0	\$720,000
Napa City North/South Bike Connection	Napa (City)	\$300,000	\$0	\$300,000
California Avenue Roundabouts	Napa (City)	\$2,463,000	\$431,000	\$2,894,000
Silverado Trail Phase "H" Preservation	Napa County	\$794,000	\$0	\$794,000
NAPA COUNTY	TOTAL:	\$6,950,000	\$431,000	\$7,381,000
SAN FRANCISCO COUNTY				
<i>Specific projects TBD by San Francisco CMA</i>		\$0	\$0	\$0
CMA Base Planning Activities - San Francisco	SFCTA	\$2,795,000	\$0	\$2,795,000
CMA Planning Activities Augmentation - San Francisco	SFCTA	\$773,000	\$0	\$773,000
CMA Planning Activities FY 2016-17 Supplement - San Francisco	SFCTA	\$753,000	\$0	\$753,000
Longfellow Safe Routes to School	SF DPW	\$670,307	\$0	\$670,307
ER Taylor Safe Routes to School	SF DPW	\$519,631	\$0	\$519,631
Chinatown Broadway Complete Streets Phase IV	SF DPW	\$3,410,536	\$1,910,000	\$5,320,536
Mansell Corridor Complete Streets	SFCTA	\$1,762,239	\$0	\$1,762,239
Masonic Avenue Complete Streets	SFMTA	\$10,227,539	\$0	\$10,227,539
Second Street Complete Streets	SFMTA	\$10,515,748	\$0	\$10,515,748
Transbay Center Bicycle and Pedestrian Imps.	TJPA	\$6,000,000	\$0	\$6,000,000
SAN FRANCISCO COUNTY	TOTAL:	\$37,427,000	\$1,910,000	\$39,337,000
SAN MATEO COUNTY				
<i>Specific projects TBD by San Mateo CMA</i>		\$0	\$0	\$0
CMA Base Planning Activities - San Mateo	SMCCAG	\$2,673,000	\$0	\$2,673,000
CMA Planning Activities Augmentation - San Mateo	SMCCAG	\$752,000	\$0	\$752,000
CMA Planning Activities FY 2016-17 Supplement - San Mateo	SMCCAG	\$720,000	\$0	\$720,000
PDA Planning Augmentation - San Mateo	SMCCAG	\$84,000	\$0	\$84,000
Atherton Various Streets and Roads Preservation	Atherton	\$285,000	\$0	\$285,000
Belmont Various Streets and Roads Preservation	Belmont	\$534,000	\$0	\$534,000
Ralston Road Pedestrian Improvements	Belmont	\$250,000	\$0	\$250,000
Old County Road Bike and Pedestrian Imps	Belmont	\$270,000	\$0	\$270,000
Carolyn Avenue Complete Streets and Road Diet	Burlingame	\$986,000	\$0	\$986,000
US 101 / Broadway Interchange Bike/Ped Imps	Caltrans	\$3,613,000	\$0	\$3,613,000
Daly City Various Streets and Roads Preservation	Daly City	\$562,000	\$0	\$562,000
John Daly Boulevard Bicycle and Pedestrian Imps.	Daly City	\$1,000,000	\$0	\$1,000,000
Bay Road Bike and Ped Imps. Phase II and III	East Palo Alto	\$1,000,000	\$0	\$1,000,000
Menlo Park Various Streets and Roads Preservation	Menlo Park	\$427,000	\$0	\$427,000
Menlo Park Various Streets Bicycle and Pedestrian Imps	Menlo Park	\$797,000	\$0	\$797,000
Millbrae Various Streets and Roads Preservation	Millbrae	\$445,000	\$0	\$445,000
San Pedro Creek Bridge Replacement Bike/Ped Imps	Pacifica	\$1,141,000	\$0	\$1,141,000
Pacifica Linda Mar Blvd Preservation	Pacifica	\$431,000	\$0	\$431,000
Palmetto Avenue Streetscape	Pacifica	\$1,000,000	\$0	\$1,000,000
Portola Valley Various Streets and Roads Preservation	Portola Valley	\$224,000	\$0	\$224,000
Redwood City Various Streets and Roads Preservation	Redwood City	\$548,000	\$0	\$548,000
Middlefield Road Bicycle and Pedestrian Imps	Redwood City	\$1,752,000	\$0	\$1,752,000

Attachment B-2

MTC Resolution No. 4035, Attachment B-2

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

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

OBAG Program Project List

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

Metropolitan Transportation Commission

T4 New Act Cycle 2 Project Selection Criteria and Programming Policy - OBAG Program Project List

Attachment B-2

MTC Resolution No. 4035, Attachment B-2

Adopted: 05/17/12-C

Revised: 10/24/12-C

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

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

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

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

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

Cycle 2

OBAG Project List

FY 2012-13 through FY 2016-17

December 2014

OBAG Program Project List

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

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

Cycle 2 Total	TOTAL:	\$309,314,000	\$18,036,000	\$327,350,000
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Memorandum

6.9

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 22, 2014

SUBJECT: Agreements with the State Board of Equalization to Administer and Operate Measure BB

RECOMMENDATION: Approve the following agreements with the State Board of Equalization:

- Preparation to Administer and Operate the Measure BB Transaction and Use Tax Ordinance
- State Administration of Measure BB Transactions and Use Taxes

and adopt a resolution authorizing the Executive Director to execute the Agreements.

Summary

On November 4, 2014, more than 70 percent of Alameda County voters responded positively in support of Alameda CTC's Measure BB, an extension and augmentation by one-half of one percent of the existing Alameda County transaction and use tax until March 31, 2045. Measure BB is designed to fund the 2014 Transportation Expenditure Plan, which will help increase mobility, create jobs, reduce congestion, protect the environment, restore and expand transit services, fix potholes, reduce highway congestion, expand bicycle and pedestrian access and connect transit with housing and jobs over the next 30 years.

In order to implement Measure BB, Alameda CTC is required to enter into two agreements with the State Board of Equalization (BOE); one for preparation to administer and operate the transaction and use tax, and one for State administration of the transaction and use tax. In addition, the Alameda CTC is required to adopt a resolution authorizing the Executive Director to execute each agreement.

Background

The agreement for preparation to administer and operate the transaction and use tax ordinance provides for the BOE to complete the work necessary to put the structure in place to administer and operate the transaction and use tax, including developing procedures, programming for data processing, developing and adopting appropriate

regulations, designing and printing forms, developing instructions, and other appropriate and necessary preparatory tasks to administer a transaction and use tax ordinance.

The agreement for State administration of the transaction and use tax will be effective April 1, 2015 and provides for the collection of the transaction and use tax at a rate of one-half of one percent through March 31, 2022 and one full percent from April 1, 2022 through March 31, 2045. Alameda CTC will be required to give the BOE written notice of the augmentation of the existing one-half of one percent tax by an additional one-half of one percent not less than six months prior to the operative date of April 1, 2022. The agreement also provides for the Measure BB funds collected to be transmitted into the account of the Alameda CTC.

Fiscal Impact

Approval of these agreements with the State Board of Equalization and adoption of the required resolution will allow Alameda CTC to receive transaction and use tax revenues produced by Measure BB taxes, which should double the total collection of sales tax revenues for Alameda CTC beginning April 1, 2015.

Attachments

- A. Agreement for Preparation to Administer and Operate District's Transaction and Use Tax Ordinance
- B. Agreement for State Administration of District Transaction and Use Tax
- C. Resolution of the Alameda County Transportation Commission Authorizing Its Executive Director to Execute Agreements with the State Board of Equalization for Implementation of a Local Transaction and Use Tax

Staff Contact

[Patricia Reavey](#), Director of Finance and Administration

**AGREEMENT FOR PREPARATION TO ADMINISTER AND OPERATE
DISTRICT'S TRANSACTIONS AND USE TAX ORDINANCE**

In order to prepare to administer a transactions and use tax ordinance adopted in accordance with the provision of Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code, the Alameda County Transportation Commission, hereinafter called *District*, and the STATE BOARD OF EQUALIZATION, hereinafter called *Board*, do agree as follows:

1. The Board agrees to enter into work to prepare to administer and operate a transactions and use tax in conformity with Part 1.6 of Division 2 of the Revenue and Taxation Code which has been approved by a majority of the electors of the District and whose ordinance has been adopted by the District.

2. District agrees to pay to the Board at the times and in the amounts hereinafter specified all of the Board's costs for preparatory work necessary to administer the District's transactions and use tax ordinance. The Board's costs for preparatory work include costs of developing procedures, programming for data processing, developing and adopting appropriate regulations, designing and printing forms, developing instructions for the Board's staff and for taxpayers, and other appropriate and necessary preparatory costs to administer a transactions and use tax ordinance. These costs shall include both direct and indirect costs as specified in Section 11256 of the Government Code.

3. Preparatory costs may be accounted for in a manner which conforms to the internal accounting and personnel records currently maintained by the Board. The billings for costs may be presented in summary form. Detailed records of preparatory costs will be retained for audit and verification by the District.

4. Any dispute as to the amount of preparatory costs incurred by the Board shall be referred to the State Director of Finance for resolution, and the Director's decision shall be final.

5. Preparatory costs incurred by the Board shall be billed by the Board periodically, with the final billing within a reasonable time after the operative date of the ordinance. District shall pay to the Board the amount of such costs on or before the last day of the next succeeding month following the month when the billing is received.

6. The amount to be paid by District for the Board's preparatory costs shall not exceed one hundred seventy-five thousand dollars (\$175,000) (Revenue and Taxation Code Section 7272.)

7. Communications and notices may be sent by first class United States mail. Communications and notices to be sent to the Board shall be addressed to:

State Board of Equalization
P.O. Box 942879
Sacramento, California 94279-0032
Attention: Administrator, RAAS

Communications and notices to be sent to District shall be addressed to:

Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607
Attention: Director of Finance and Administration

8. The date of this agreement is the date on which it is approved by the Department of General Services. This agreement shall continue in effect until the preparatory work necessary to administer District's transactions and use tax ordinance has been completed and the Board has received all payments due from District under the terms of this agreement.

ALAMEDA COUNTY
TRANSPORTATION COMMISSION

STATE BOARD OF EQUALIZATION

By _____
Arthur L. Dao
Executive Director

By _____
Brian Manuel, Administrator
Return Analysis & Allocation Section

(Rev. 11/14)

**AGREEMENT FOR STATE ADMINISTRATION
OF DISTRICT TRANSACTIONS AND USE TAXES**

The Alameda County Transportation Commission (hereafter called “District”) has adopted, and the voters of Alameda County have approved by the required majority vote, the Measure BB Transactions and Use Tax Ordinance (hereafter called “Ordinance”), a copy of which is attached hereto. To carry out the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code and the Ordinance, the State Board of Equalization, (hereinafter called the “Board”) and the District do agree as follows:

**ARTICLE I
DEFINITIONS**

Unless the context requires otherwise, wherever the following terms appear in the Agreement, they shall be interpreted to mean the following:

1. "District Taxes" shall mean the transactions and use taxes, penalties, and interest imposed under an ordinance specifically authorized by Section 180201 Public Utilities Code of the State of California, and in compliance with Part 1.6, Division 2 of the Revenue and Taxation Code.

2. "District Ordinance" shall mean the District's Transactions and Use Tax Ordinance referred to above and attached hereto, as Exhibit A, as amended from time to time, or as deemed to be amended from time to time pursuant to Revenue and Taxation Code Section 7262.2.

**ARTICLE II
ADMINISTRATION AND COLLECTION
OF DISTRICT TAXES**

A. Administration. The Board and District agree that the Board shall perform exclusively all functions incident to the administration and operation of the District Ordinance.

B. Other Applicable Laws. District agrees that all provisions of law applicable to the administration and operation of the State Sales and Use Tax Law which are not inconsistent with Part 1.6 of Division 2 of the Revenue and Taxation Code shall be applicable to the administration and operation of the District Ordinance. District agrees that money collected pursuant to the District Ordinance may be deposited into the State Treasury to the credit of the Retail Sales Tax Fund and may be drawn from that Fund for any authorized purpose, including making refunds, compensating and reimbursing the Board pursuant to Article IV of this Agreement, and transmitting to District the amount to which District is entitled.

C. Transmittal of money.

1. For the period during which the tax is in effect, and except as otherwise provided herein, all District taxes collected under the provisions of the District Ordinance shall be transmitted to District periodically as promptly as feasible, but not less often than twice in each calendar Quarter ~~month~~.

2. For periods subsequent to the expiration date of the tax, whether by District's self-imposed limits or by final judgment of any court of the State of California holding that District's ordinance is invalid or void, all District taxes collected under the provisions of the District Ordinance shall be transmitted to District not less than once in each calendar quarter.

3. Transmittals may be made by mail or electronic funds transfer to an account of the District designated and authorized by District. A statement shall be furnished by the Board to the District at least quarterly indicating the amounts withheld pursuant to Article IV of this Agreement.

D. Rules. The Board shall prescribe and adopt such rules and regulations as in its judgment are necessary or desirable for the administration and operation of the District Ordinance and the distribution of the District Taxes collected thereunder.

E. Preference. Unless the payor instructs otherwise, and except as otherwise provided in this Agreement, the Board shall give no preference in applying money received for state sales and use taxes, state-administered local sales and use taxes, and District Taxes owed by a taxpayer, but shall apply moneys collected to the satisfaction of the claims of the State, cities, counties, cities and counties, redevelopment agencies, other districts, and District as their interests appear.

F. Security. The Board agrees that any security which it hereafter requires to be furnished by taxpayers under the State Sales and Use Tax Law will be upon such terms that it also will be available for the payment of the claims of the District for District Taxes owing to it as its interest appears. The Board shall not be required to change the terms of any security now held by it and District shall not participate in any security now held by the Board.

G. Records of the Board. When requested by resolution of the legislative body of the District under section 7056 of the Revenue and Taxation Code, the Board agrees to permit authorized personnel of the District to examine the records of the Board, including the name, address, and account number of each seller holding a seller's permit with a registered business location in the District, pertaining to the ascertainment of District Taxes. Information obtained by the District from examination of the Board's records shall be used by the District only for purposes related to the collection of transactions and use taxes by the Board pursuant to this Agreement.

H. Annexation. District agrees that the Board shall not be required to give effect to an annexation, for the purpose of collecting, allocating, and distributing District transactions and use taxes, earlier than the first day of the calendar quarter which commences not less than two months after notice to the Board. The notice shall include the name of the county or counties annexed to the extended District boundary. In the event the District shall annex an area, the boundaries of which are not coterminous with a county or counties, the notice shall include a description of the area annexed and two maps of the District showing the area annexed and the location address of the property nearest to the extended District boundary on each side of every street or road crossing the boundary.

ARTICLE III

ALLOCATION OF TAX

A. Allocation. In the administration of the Board's contracts with all districts that impose transactions and use taxes imposed under ordinances, which comply with Part 1.6 of Division 2 of the Revenue and Taxation Code:

1. Any payment not identified as being in payment of liability owing to a designated district or districts may be apportioned among the districts as their interest appear, or, in the discretion

of the Board, to all districts with which the Board has contracted using ratios reflected by the distribution of district taxes collected from all taxpayers.

2. All district taxes collected as a result of determinations or billings made by the Board, and all amounts refunded or credited may be distributed or charged to the respective districts in the same ratio as the taxpayer's self-declared district taxes for the period for which the determination, billing, refund, or credit applies.

B. Vehicles, Vessels, and Aircraft. For the purpose of allocating use tax with respect to vehicles, vessels, or aircraft, the address of the registered owner appearing on the application for registration or on the certificate of ownership may be used by the Board in determining the place of use.

ARTICLE IV

COMPENSATION

The District agrees to pay to the Board as the Board's cost of administering the District Ordinance such amount as is provided for by law. Such amounts shall be deducted from the taxes collected by the Board for the District.

ARTICLE V

MISCELLANEOUS PROVISIONS

A. Communications. Communications and notices may be sent by first class United States mail to the addresses listed below or to such other addresses as the parties may from time to time designate. A notification is complete when deposited in the mail.

Communications and notices to be sent to the Board shall be addressed to:

State Board of Equalization
P.O. Box 942879
Sacramento, California 94279-0032
Attention: Administrator, RAAS

Communications and notices to be sent to the District shall be addressed to:

Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607
Attention: Director of Finance and Administration

Unless otherwise directed, transmittals of payment of District transactions and use taxes will be sent to the address above.

B. Term. The date of this Agreement is the date on which it is approved by the Department of General Services. The Agreement shall take effect on April 1, 2015 with a transaction and use tax rate of one-half ($\frac{1}{2}$) of one percent through March 31, 2022. The transaction and use tax rate will increase to one (1) full percent effective April 1, 2022. This Agreement shall continue until December 31 next following the expiration date of the District Ordinance, and shall thereafter be renewed automatically from year to year until the Board completes all work necessary to the administration of the District Ordinance and has received all District Taxes and disbursed all payments due under that Ordinance.

C. Notice of Repeal of Ordinance. District shall give the Board written notice of the repeal of the District Ordinance not less than 110 days prior to the operative date of the repeal.

D. Notice of Tax Augmentation. District shall give the Board written notice of the augmentation of the existing one-half of one percent tax by an additional one-half of one percent not less than 6 months prior to the operative date of April 1, 2022.

ARTICLE VI
ADMINISTRATION OF TAXES IF THE
ORDINANCE IS CHALLENGED AS BEING INVALID

A. Impoundment of funds.

1. When a legal action is begun challenging the validity of the imposition of the tax, the District shall deposit in an interest-bearing escrow account (as specified by the District), any proceeds transmitted to it under Article II. C., until a court of competent jurisdiction renders a final and non-appealable judgment that the tax is valid.

2. If the tax is determined to be unconstitutional or otherwise invalid, the District shall transmit to the Board the moneys retained in escrow, including any accumulated interest, within ten days of the judgment of the trial court of competent jurisdiction in the litigation awarding costs and fees becoming final and non-appealable.

B. Costs of administration. Should a final and non-appealable judgment be rendered in a court of competent jurisdiction in the State of California, holding that District's Ordinance is invalid or void and requiring a rebate or refund to taxpayers of any taxes collected under the terms of this Agreement, the parties mutually agree that:

1. Board may retain all payments made by District to Board for the Board's services involved to prepare to administer the District Ordinance.

2. District will pay to Board and allow Board to retain Board's cost of administering the District Ordinance in the amounts set forth in Article IV of this Agreement.

3. District will pay to Board or to the State of California the amount of any taxes plus interest and penalties, if any, that Board or the State of California may be required to rebate or refund to taxpayers.

4. District will pay to Board its costs for rebating or refunding such taxes, interest, or penalties. Board's costs shall include its additional cost for developing procedures for processing the rebates or refunds, its costs of actually making these refunds, designing and printing forms, and developing instructions for Board's staff for use in making these rebates or refunds and any other costs incurred by Board which are reasonably appropriate or necessary to make those rebates or refunds. These costs shall include Board's direct and indirect costs as specified by Section 11256 of the Government Code.

5. Costs may be accounted for in a manner, which conforms to the internal accounting, and personnel records currently maintained by the Board. The billings for such costs may be presented in summary form. Detailed records will be retained for audit and verification by District.

6. Any dispute as to the amount of costs incurred by Board in refunding taxes shall be referred to the State Director of Finance for resolution and the Director's decision shall be final.

7. Costs incurred by Board in connection with such refunds shall be billed by Board on or before the 25th day of the second month following the month in which the judgment of a court of competent jurisdiction in the State of California holding District's Ordinance invalid or void becomes final. Thereafter Board shall bill District on or before the 25th of each month for all costs incurred by Board for the preceding calendar month. District shall pay to Board the amount of such costs on or before the last day of the succeeding month and shall pay to Board the total amount of taxes, interest, and penalties refunded or paid to taxpayers, together with Board costs incurred in making those refunds.

ALAMEDA COUNTY
TRANSPORTATION COMMISSION

STATE BOARD OF EQUALIZATION

By _____
Arthur L. Dao
Executive Director

By _____
Brian Manuel, Administrator
Return Analysis & Allocation Section

Exhibit A

Ordinance No. 2014-1

FULL TEXT OF MEASURE BB

ORDINANCE NO. 2014-1

**AN ORDINANCE PROVIDING FOR AN EXTENSION OF AN EXISTING AND AUGMENTATION
BY ONE-HALF OF ONE PERCENT OF ALAMEDA COUNTY'S TRANSACTIONS AND USE TAX
UNTIL MARCH 31, 2045 BY THE ALAMEDA COUNTY TRANSPORTATION COMMISSION
FOR TRANSPORTATION PURPOSES, FOR THE ISSUANCE OF LIMITED TAX BONDS,
AND FOR OTHER PURPOSES**

The Governing Body of the Alameda County Transportation Commission ("Alameda CTC") does ordain as follows:

**ARTICLE I
General**

Section 1. Title

This ordinance shall be known as the "Alameda County Transportation Commission Transaction and Use Tax Ordinance" and may also be referenced as the "Ordinance" herein. This ordinance shall be applicable in the incorporated and unincorporated territory of the County of Alameda.

Section 2. Period of Tax

This Ordinance is intended to extend and augment the imposition and collection in Alameda County of an existing one-half of one percent transactions and use tax for transportation purposes. The existing tax currently will expire as of March 31, 2022; this measure will extend the expiration of that tax to March 31, 2045. The Ordinance will also augment the tax by one-half of one percent which shall be imposed beginning at the close of polls on the day of the election at which the measure is adopted by two-thirds vote of the electors voting on the measure or as soon thereafter as the tax may be lawfully imposed until March 31, 2045, for a total tax of one percent.

Section 3. Purpose

Alameda CTC is the result of a merger of the Alameda County Transportation Improvement Authority, which formerly administered the existing half-cent transaction and use tax, and the Alameda County Congestion Management Agency, which was formerly responsible for long-range planning and programming of transportation funds. Pursuant to Division 19 of the Public Utilities Code (commencing with Section 180000), Alameda CTC, the Board of Supervisors and the cities of Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro and Union City have approved the 2014 Transportation Expenditure Plan adopted by the Alameda CTC Governing Body and have recommended that a measure be submitted to the voters of the County for their endorsement which would, if passed, authorize Alameda CTC to augment by one half

of one percent and extend an existing one-half of one percent transactions and use tax scheduled to sunset in 2045, and authorize Alameda CTC to issue limited tax bonds to finance the transportation improvements set forth in the 2014 Transportation Expenditure Plan.

The purposes of this ordinance are as follows:

a) To impose a retail transactions and use tax in accordance with the provisions of Part 1.6 (commencing with Revenue and Taxation Code Section 7291) of Division 2 of the Revenue and Taxation Code and Division 19 of the Public Utilities Code which directs the County Board of Supervisors to place the tax ordinance on the ballot for voter approval, exercising the taxing power granted to the Alameda CTC pursuant to Public Utilities Code Division 19, which shall be operative if a two-thirds majority of the electors voting on the measure vote to approve the imposition of the tax.

b) To adopt a retail transactions and use tax ordinance which incorporates provisions identical to those of the Sales and Use Tax Law of the State of California insofar as those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the Revenue and Taxation Code.

c) To adopt a retail transactions and use tax ordinance which imposes a tax and provides a measure therefor that can be administered and collected by the State Board of Equalization in a manner that adapts itself as fully as practicable to, and requires the least possible deviation from the existing statutory and administrative procedures followed by the State Board of Equalization in administering and collecting the California State Retail Transactions and Use Tax

d) To adopt a retail transactions and use tax ordinance which can be administered in a manner that will, to the greatest degree possible consistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, minimize the cost of collecting the transactions and use taxes and at the same time minimize the burden of record keeping upon persons subject to taxation under the provisions of this ordinance.

e) To improve, construct, maintain, and operate certain transportation projects and facilities contained in the 2014 Transportation Expenditure Plan, which Plan is incorporated here by this reference as though fully set forth herein, and as that Plan may be amended from time to time pursuant to applicable law and as provided in the 2014 Transportation Expenditure Plan. Any amendment must be adopted by a two-thirds vote of the Alameda CTC Governing Body. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Transportation Expenditure Plan amendment.

f) To set a term for the tax augmentation which will begin at the close of polls on the day of the election at which the measure is adopted by two-thirds vote of the electors voting on the measure or as soon thereafter as the tax may be lawfully imposed until March 31, 2045, and the extension of the existing transaction and use tax beginning April 1, 2022 through March 31, 2045.

Section 4. Contract with State.

Prior to the operative date, Alameda CTC shall contract with the State Board of Equalization to perform all functions incident to the administration and operation of this transactions and use tax ordinance; provided that, if Alameda CTC shall not have contracted with the State Board of Equalization prior to the operative date, it shall nevertheless so contract and in such a case the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

Section 5. Transactions Tax Rate

For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in this County at the rate of an additional one-half of one percent until March 31, 2045, which tax shall be imposed concurrently with the existing one-half percent tax, of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in this County on and after the operative date. This tax shall be imposed through March 31, 2045.

Section 6. Place of Sale.

For the purposes of this ordinance, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or its agent to an out of state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the state or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the State Board of Equalization.

Section 7. Use Tax Rate .

An excise tax is hereby imposed on the storage, use or other consumption in this County of tangible personal property purchased from any retailer on and after the operative tax date for storage, use or other consumption in this County at the rate of an additional one-half of one percent until March 31, 2045, which tax shall be imposed concurrently with the existing one-half percent tax, of the sales price of the property until March 31, 2045. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

Section 8. Adoption of Provisions of State Law.

Except as otherwise provided in this ordinance and except insofar as they are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code (commencing with Section 6001), all of the provisions of Part 1 of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this ordinance as though fully set forth herein.

Section 9. Limitations on Adoption of State Law and Collection of Use Taxes.

In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

A. Wherever the State of California is named or referred to as the taxing agency, the name of Alameda CTC shall be substituted therefor. The substitution, however, shall not be made when:

1The word State is used as part of the title of the State Controller, State Treasurer, State Board of Control, State Board of Equalization, State Treasury, or the Constitution of the State of California

2The substitution would require action to be taken by or against Alameda CTC or any agency, officer or employee thereof rather than by or against the State Board of Equalization, in performing the functions incident to the administration or operation of this ordinance;

3The substitution shall not be made in those sections, including, but not necessarily limited to, sections referring to the exterior borders of the State of California, where the result of the substitution would be to:

a. Provide an exemption from this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption remains subject to tax by the State under the Provisions of Part 1 of Division 2 of the Revenue and Taxation Code; or

b. Impose this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not remain subject to tax by the state under the said provisions of that code

4. The substitution shall not be made in sections 6701, 6702, (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code.

B. The name of the County shall be substituted for the word "State" in the phrase "retailer engaged in business in this State" in Section 6203 and in the definition of that phrase in Section 6203.

Section 10. Permit Not Required.

If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this ordinance.

Section 11. Exemptions, Exclusions and Credits.

a) There shall be excluded from the measure of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.

b) There are exempted from the computation of the amount of transactions tax gross receipts from:

1) Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside Alameda County and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this state, the United States, or any foreign government.

2) Sales of property to be used outside the County which is shipped to a point outside the County, pursuant to the contract of sale, by delivery to such point by the retailer or its agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the County shall be satisfied:

(i) with respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Chapter 2 of Division 3.5 (commencing with Section 9840) of the Vehicle Code, by registration to an out-of-County address and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his principal place of residence, and

(ii) with respect to commercial vehicles by registration to a place of business out-of-county, and a declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.

3) The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

4) A lease of tangible personal property which is a continuing sale of such property for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this ordinance.

5) For the purposes of subsections (3) and (4), the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

c) There is exempted from the use tax imposed by this ordinance the storage, use or other consumption in this County of tangible personal property:

1) The gross receipts from the sale of which have been subject to a transactions tax under any state administered transactions and use tax ordinance.

2) Other than fuel or petroleum products, purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.

3) If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this ordinance.

4) if the possession of, or the exercise of any right or power over, tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this ordinance.

5) For the purposes of subsections (3) and (4), storage, use or other consumption, or possession, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time during which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.

6) Except as provided in subparagraph (7), a retailer engaged in business in the County shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the County or participates within the County in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of

business or the retailer in the County or through any representative, agent, canvasser, solicitor, subsidiary, or person in the County under the authority of the retailer.

7) "A retailer engaged in business in the County" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) or the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the County.

d) Any person subject to use tax under this ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a district or retailer imposing, or retailer liable for, a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use or other consumption of which is subject to the use tax.

Section 12. Propositions.

There shall be proposed to the voters of Alameda County the following proposition:

"Shall voters authorize implementing the Alameda County 30 year Transportation Expenditure Plan to:

- Expand and modernize BART in Alameda County;
- Improve transit connections to jobs and schools;
- Fix roads, improve highways and increase bicycle and pedestrian safety;
- Reduce traffic congestion and improve air quality;
- Keep senior, student, and disabled fares affordable?

Approval augments by ½ cent and extends the existing County sales tax, with independent oversight and audits. All money will benefit local residents."

Section 13. Limitation on Issuance of Bonds.

Unless approved by the Alameda CTC Governing Body and by the voters, Alameda CTC shall not have outstanding at any one time in excess of \$1,000,000,000 in limited tax bonds.

Section 14. Use of Proceeds.

The proceeds of the transaction and use tax imposed by this ordinance shall be used solely for the projects and purposes set forth in the 2014 Transportation Expenditure Plan, as it may be amended from time to time, and for the administration thereof.

Section 15. Appropriations Limit.

For purposes of Article XIII B of the State Constitution, the appropriations limit for Alameda CTC for fiscal year 2014-2015 and thereafter, including activities, projects and

programs funded by the transaction and tax authorized hereby along with activities, projects and programs funded by other local, state and federal funds, shall be \$800,000,000, unless that amount is amended pursuant to applicable law.

Section 16. Amendments.

All amendments subsequent to the effective date of this ordinance to Part I of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 and part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendment to Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this ordinance; provided, however, that no such amendment shall operate so as to affect the rate of tax imposed by this ordinance.

Section 17. Enjoining Collection Forbidden

Any action or proceedings in any court questioning the validity of the adoption of this transactions and use tax ordinance or issuance of any bonds thereunder or any proceeding related thereto shall commence within six months from the date of the election at which this ordinance is approved. Otherwise, the bonds and all proceedings related thereto, including the adoption and approval of this ordinance, shall be held valid and in every respect legal and incontestable.

No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action or proceeding in any court against the State or Alameda CTC, or against any officer of the State or Alameda CTC, to prevent or enjoin the collection under this ordinance, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

Section 18. Severability.

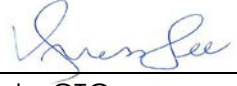
If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, the remainder of the ordinance and the application of such provision to other persons or circumstances shall not be affected thereby.

Section 19. Effective Date.

This ordinance relates, in substantial part, to the continuation and expansion of the authority for Alameda CTC to levy and collect the transactions and use taxes to support the 2014 Transportation Expenditure Plan and shall take effect at the close of the polls on the day of election at which the proposition is adopted by two-thirds vote of the electors voting on the measure, or as soon thereafter as the tax may be lawfully imposed.

PASSED AND ADOPTED by the Members of the Alameda County Transportation Commission on June 26, 2014 by the following vote:

AYES: 25
NOES: 0
EXCUSED: 2

ATTEST: , Clerk
of Alameda CTC

s/_____

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RESOLUTION NO. 15-001

**A RESOLUTION OF THE ALAMEDA COUNTY TRANSPORTATION COMMISSION
AUTHORIZING ITS EXECUTIVE DIRECTOR TO EXECUTE
AGREEMENTS WITH THE STATE BOARD OF EQUALIZATION FOR
IMPLEMENTATION OF A LOCAL TRANSACTIONS AND USE TAX**

WHEREAS, on June 26, 2014, the Alameda County Transportation Commission approved Ordinance No. 2014-1 providing for an extension of and existing and augmentation by one-half of one percent of Alameda County's local transactions and use tax until March 31, 2045; and

WHEREAS, the voters of Alameda County approved said Ordinance as Measure BB on the November 4, 2014 ballot; and

WHEREAS, the State Board of Equalization (Board) administers and collects the transactions and use taxes for all applicable jurisdictions within the state; and

WHEREAS, the Board will be responsible to administer and collect the transactions and use tax for the Alameda County Transportation Commission; and

WHEREAS, the Board requires that the Alameda County Transportation Commission enter into a "Preparatory Agreement" and an "Administration Agreement" prior to implementation of said taxes, and

WHEREAS, the Board requires that the governing body of the Alameda County Transportation Commission authorize the agreements;

NOW, THEREFORE BE IT RESOLVED by the Alameda County Transportation Commission that the attached "Preparatory Agreement" and "Administrative Agreement" are hereby approved and the Executive Director is hereby authorized to execute each agreement.

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the governing body of the Alameda County Transportation Commission held on January 29, 2015, by the following vote, to wit:

AYES: _____

NOES: _____

ABSENT: _____

DATED: _____

SIGNED:

ATTEST:

Vanessa Lee, Clerk of the Commission

_____, Chairperson



Memorandum

6.10

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 22, 2015

SUBJECT: Alameda CTC 2015 Meeting Schedule

RECOMMENDATION: Approve the Alameda CTC meeting schedule for the 2015 Calendar year

Summary

Per the Alameda County Transportation Commission (Alameda CTC) administrative code, the Alameda CTC adopts its schedule of regular meetings at its annual organization meeting each January. The schedule outlines the meetings in a calendar format for the full Commission in addition to standing committee meetings including: I-580 Express Lane Policy Committee (I-580 PC); Planning, Policy and Legislation Committee (PPLC); Programs and Policy Committee (PPC); and Finance and Administration Committee (FAC). Ad-hoc and steering committee meeting schedules are developed at the discretion of the Commission and are noticed in accordance with California Government Code Section 54950.

Background

Pursuant to Section 4.2.10 of the Alameda CTC Administrative Code, the Commission shall adopt the schedule of regular meetings of the Commission and the Standing Committees for the upcoming year at its January organizational meeting. The Commission and each Standing Committee may change the date for a regular meeting of such body to another business day if the regular date is a holiday or as otherwise determined by the Commission or such Standing Committee.

Fiscal Impact:

There is no fiscal impact associated with the approval of this item.

Attachments

A. Alameda CTC 2015 Meeting Schedule

Staff Contact

[Art Dao](#), Executive Director

[Vanessa Lee](#), Clerk of the Commission

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(Second Monday of the Month) I-680 JPA I-580 PC PPLC PPC FAC	(Fourth Thursday of the Month) ACTC COMMISSION
January 12, 2015	January 29, 2015
February 9, 2015	February 26, 2015
March 9, 2015	March 26, 2015
April 13, 2015	April 23, 2015
May 11, 2015	May 28, 2015
June 8, 2015	June 25, 2015
July 13, 2015	July 23, 2015
August Summer Recess	August Summer Recess
September 14, 2015	September 24, 2015
October 12, 2015	October 22, 2015
November 9, 2015	No November Commission Meeting
No December Committee Meeting	December 3, 2015

Meetings	Meeting Time
I-680 Sunol Smart Carpool Lane Joint Powers Authority Board (I-680 JPA Board)	9:30 AM
I-580 Policy Committee (I-580 PC)	10:00 AM
Planning, Policy & Legislation Committee (PPLC)	10:30 AM
Programs and Projects Committee (PPC)	12:00 PM
Finance and Administration Committee (FAC)	1:30 PM
Alameda County Transportation Commission Meeting (Commission)	2:00 PM

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Memorandum

6.11

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 22, 2015

SUBJECT: FY2015-16 Administration Support Professional Services Contracts Plan and Amendment to the FY2014-15 Administration Support Professional Services Contracts Plan

RECOMMENDATION: Approve the FY2015-16 Administration Support Professional Services Contracts Plan and Amendment to the FY2014-15 Administration Support Professional Services Contracts Plan.

Summary

The Alameda CTC contracts on a periodic basis with a number of professional services consultant firms to assist staff in providing a range of general administration services, including, but not limited to, general counsel, legislative advocacy, planning development, outreach, technical assistance, project and program-wide management, and administrative support services. Involvement of the private sector is critical to the success of Alameda CTC and its work in delivering effective, high quality transportation programs and projects in Alameda County.

Staff recommends that the Commission approve the renewal of six contracts with existing professional services consultant firms that are set to expire on June 30, 2015, and authorization to amend the FY2014-15 Administration Support Professional Services Contracts Plan.

Specifically, this recommendation will:

- A. Authorize the Executive Director to enter into negotiations and execute professional services contracts with existing consultant firms for FY2015-16 for the following services:
 - 1. General counsel services
 - 2. Information technology services
 - 3. Contract equity support services
 - 4. Media and public relations services
 - 5. Paratransit coordination services
 - 6. Project management and project controls services
- B. Authorize the Executive Director to execute amendments to existing professional services contracts for FY2014-15 as follows:

1. Amendment No. 1 to Professional Services Agreement No. A14-0016 with Moore Iacofano Goltzman, Inc. for media and public relations services for an additional not-to-exceed amount of \$75,000;
2. Amendment No. 1 to Professional Services Agreement No. A14-0014 with Wendel, Rosen, Black & Dean, LLP for an additional not-to-exceed amount of \$570,000, for more intensive and specialized legal counsel services (such as eminent domain proceedings) for the delivery of specific, complex capital projects under the Commission's purview; and,
3. Amendment No. 2 to Professional Services Agreement No. A12-0031 with Hatch Mott MacDonald, LLC for project management and project controls services for a not-to-exceed amount of \$1,100,000.

C. Authorize the Executive Director, or his designee, to issue Request for Proposals (RFP) for the 2016 Countywide Transportation Plan and Overall Monitoring Services, and negotiate and execute Professional Services Agreements with the top-ranked firms.

Background

The Commission contracts with a number of consultant firms for administration services. In January of each year, staff outlines the proposed action plan to seek authorization from the Finance and Administration Committee and the Commission regarding continuation and/or modification of contracts, or initiating a competitive bid process to consider new firms to provide specific services.

The background and recommendations for each of the administration support professional services contracts are discussed below and summarized in Table 1 (Attached).

1. General Counsel Services – General counsel services for Alameda CTC include representation at Committee and Commission meetings, review of contracts and agreements, counseling on personnel related matters, guidance on ongoing eminent domain activities, as well as other general counsel services. Wendel, Rosen, Black & Dean, LLP, an Alameda CTC certified Local Business Enterprise (LBE) firm with offices in Oakland, California, was awarded a contract in 2012 through a competitive bid process to provide these services. The value of the current contract, which covers the period from July 1, 2014 to June 30, 2015, is \$700,000 and approximately 25% of the contract value is allocated specifically to cover Right of Way efforts for two projects: the I-880 North Safety and Operational Improvements at 23rd and 29th Avenues (APN 717.0) and Route 84 Expressway - South Segment (APN 624.2). The complexity of the cases associated with these two projects has required additional mediation and expert witness costs; including real property appraisers, goodwill appraisers, and mineral appraisers. An estimated \$570,000 of additional budget is required for the current fiscal year to secure the necessary experts to acquire the real property interests necessary for the projects and to limit Alameda CTC's exposure by proactively bringing these cases to an expeditious close.

Staff recommends approval of Amendment No. 1 to Professional Services Agreement No. A14-0014 with Wendel, Rosen, Black & Dean, LLP for general counsel services for an additional not-to-exceed amount of \$570,000 and authorization to enter into negotiations and execute a professional services contract with Wendel, Rosen, Black & Dean, LLP for general counsel services through June 30, 2016.

2. Information Technology (IT) Services – Information technology services include remote network hosting and management of the local area network, upgrade and maintenance of the central servers and workstations, and on-call IT support services. Novani, LLC was awarded a contract in 2011 through a competitive bid process. The value of the current contract, which covers the period from July 1, 2014 to June 30, 2015, is \$115,100, of which approximately 17% of the contract value is to cover “hard” costs for equipment upgrades and replacements.

Staff recommends authorization to enter into negotiations and execute a professional services contract with Novani, LLC for Information Technology Services through June 30, 2016.

3. Contract Equity Support Services – Contract equity support services include coordination and administration of Alameda CTC's Local Business Contract Equity Program, including processing of Local Business Enterprise, Small Local Business Enterprise, and Very Small Local Business Enterprise certifications, assistance with contract-specific goals determination, providing independent review of contract payment data for compliance with the Program, contract outreach to businesses, contract monitoring, and as-needed technical assistance. L. Luster & Associates, Inc. was awarded a contract in 2008 through a competitive bid process to provide these services. The value of the current contract, which covers the period from July 1, 2014 to June 30, 2015, is \$75,000.

These services are currently scheduled for a formal bid process under the Alameda CTC Procurement Policy; however, due to the recent passage of Measure BB, staff anticipates a significant workload increase in FY2015-16 and recommends authorization to enter into negotiations and execute a professional services contract with L. Luster & Associates, Inc. for contract equity support services through June 30, 2016, to minimize disruption in services.

4. Media and Public Relations Services – Media and Public Relations Services include communications and public relations services, hosting and maintaining of the Alameda CTC website, preparing press and other public materials, assisting staff at public meetings and events, providing staff training, and supporting the implementation of the Alameda CTC Strategic Communications Plan. Moore Iacofano Goltsman, Inc. (MIG), an Alameda CTC certified LBE firm with offices in Berkeley, California, was awarded a contract in 2011 through a competitive bid process. The value of the current contract, which covers the period from July 1, 2014 to June 30, 2015, is \$149,112. An estimated

\$75,000 of additional budget is required for the current fiscal year in order to undergo a review of existing agency Title VI and environmental justice policies and procedures and develop new materials and processes to ensure compliance with federal law, regulations and policies.

Staff recommends approval of Amendment No. 1 to Professional Services Agreement No. A14-0016 with Moore Iacofano Goltsman, Inc. for media and public relations services for an additional not-to-exceed amount of \$75,000 and authorization to enter into negotiations and execute a professional services contract with Moore Iacofano Goltsman, Inc. for media and public relations services through June 30, 2016.

5. Paratransit Coordination Services – Paratransit coordination services include meeting facilitation and coordination, administration and coordination of Measure B and Federal grants funding, outreach services, coordination of Alameda CTC's Mobility Management Planning Program, and general technical assistance. Nelson/Nygaard Consulting Associates, an Alameda CTC certified LBE firm with an office in Oakland, California, has provided these services since 2009. The value of the current contract, which covers the period from July 1, 2014 to June 30, 2015, is \$360,500.

These services are currently scheduled for a formal bid process under the Alameda CTC Procurement Policy; however, due to the recent passage of Measure BB, staff anticipates a significant workload increase in FY2015-16 and recommends authorization to enter into negotiations and execute a professional services contract with Nelson\Nygaard Consulting Associates for paratransit coordination services through June 30, 2016.

6. Project Management and Project Controls Services – Project Management and Project Controls team's function is to provide project management, monitoring, and controls to ensure the efficient, effective, and successful delivery of Alameda CTC's programs and capital projects. These services also include, but are not limited to, utility and right-of-way coordination, programming and grant management, and other related management activities. Hatch Mott MacDonald, LLC, an Alameda CTC certified LBE firm with offices in Pleasanton, California, was awarded a contract in 2012 through a competitive bid process to provide these services. The value of the current contract, which covers the period from July 1, 2014 to June 30, 2015, is \$4,173,749. An estimated \$1,100,000 of additional budget is required for the current fiscal year to support the implementation new projects and programs included in the Measure BB Transportation Expenditure Plan. Additional tasks include developing programming and allocations process for various TEP expenditures, setting up project controls framework for the new Measure BB funds, developing project and programs financial plans, and project management.

Staff recommends approval of Amendment No. 2 to Professional Services Agreement No. A12-0031 with Hatch Mott MacDonald, LLC for project management and project

controls services for an additional not-to-exceed amount of \$1,100,000 and authorization to enter into negotiations and execute a professional services contract with Hatch Mott MacDonald, LLC for project management and project controls services through June 30, 2016.

7. 2016 Countywide Transportation Plan – Alameda CTC is required to develop and update a long-range countywide transportation plan (CTP) for Alameda County to document existing and future conditions, identify gaps and opportunities for transportation improvements and to provide a framework for future transportation investments in Alameda County and to serve as a document to advocate for changes, as necessary, to transportation policy, legislation and funding. Alameda CTC updates the CTP every four years within a timeframe for incorporation into the Regional Transportation Plan (RTP). The last Alameda CTC CTP was approved in June 2012. This RFP will be for the development of the 2016 CTP, with an anticipated Alameda CTC approval of the countywide plan in June 2016, which will be in time for incorporation of Alameda County projects and programs into the 2017 update of the RTP. MTC updated the guidelines for development of CTPs in September 2014 and the update to the Alameda CTC CTP will be in accordance with the new guidelines.
8. Overall Transportation Monitoring Services – As required by the Congestion Management Program (CMP) legislation, Alameda CTC must update its CMP every two years to address the following five elements of the CMP: Level of Service standards, multi-modal performance, travel demand management, land use analysis and development of a Capital Improvement Program. Currently, Alameda CTC has several separate contracts to perform transportation system monitoring. In order to more effectively integrate monitoring efforts into future planning and funding decisions, Alameda CTC will incorporate all the monitoring efforts into a single contract. This includes, but is not limited to LOS monitoring of the CMP roadway network, bicycle and pedestrian counts, and monitoring required as part of the multi-modal performance monitoring efforts.

Fiscal Impact

The fiscal impact for approving the three contract amendments is \$1,745,000, and the two contracts recommended for an RFP process is anticipated to be negotiated and executed prior to the end of the current fiscal year. The final budgets of the FY2014-15 Administration Support Professional Services Contracts Plan amendment will be included in the Alameda CTC's consolidated fiscal year 2014-15 proposed mid-year budget update for Commission approval. The six contracts renewals recommended under the FY2015-16 Administration Support Professional Services Contracts Plan will be negotiated and the final budget will be included in the Alameda CTC's consolidated FY2015-16 proposed budget for Commission approval.

Attachment

- A. Table 1 – Summary of Administration Support Professional Services Contracts Plan

Staff Contact

[Seung Cho](#), Contracting, Administration and Fiscal Resource Manager

[Patricia Reavey](#), Director of Finance

TABLE 1 – SUMMARY OF ADMINISTRATION SUPPORT PROFESSIONAL SERVICES CONTRACTS PLAN					
Services	Current Firm	Contract Budget for FY 2014-15	Year of Last RFP Issuance	Recommended Action	
General Counsel Services	Wendel, Rosen, Black & Dean, LLP	\$700,000	2012	Amendment No. 1 for \$570,000 and 1 Year Renewal	
Information Technology Services	Novani, LLC	\$115,100	2011	1 Year Renewal	
Contract Equity Support Services	L. Luster & Associates, Inc.	\$75,000	2008	1 Year Renewal	
Media and Public Relations Services	Moore Iacofano Goltsman, Inc.	\$149,112	2011	Amendment No. 1 for \$75,000 and 1 Year Renewal	
Paratransit Coordination Services	Nelson\Nygard Consulting Associates	\$360,500	2009	1 Year Renewal	
Project Management and Project Controls Services	Hatch Mott MacDonald, LLC	\$4,173,749	2012	Amendment No. 2 for \$1,100,000 and 1 Year Renewal	
2016 Countywide Transportation Plan	TBD	--	--	Issue RFP	
Overall Monitoring Services	TBD	--	--	Issue RFP	

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Attachment A
Alameda CTC Community Advisory Committee Appointment Detail for
Nancy Ortenblad, Alameda County Mayors' Conference

Check the box(es) and date and sign this form to approve reappointment of members whose terms are expiring or to appoint new members.

RECEIVED

DEC 15 2014

ALAMEDA CTC

Bicycle and Pedestrian Advisory Committee (BPAC)

Current Appointment: D1
(no action required)

Kristi Marleau

Term Began: December 2014
Term Ends: December 2016

Current Appointment: D2
(no action required)

Ben Schweng

Term Began: June 2013
Term Ends: June 2015

Current Appointment: D3
(no action required)

Jeremy Johansen

Term Began: September 2013
Term Ends: September 2015

Current Appointment: D4
(no action required)

Midori Tabata

Term Began: September 2013
Term Ends: September 2015

Current Appointment: D5
(no action required)

Sara Zimmerman

Term Began: April 2014
Term Ends: April 2016

(over)

Citizens Watchdog Committee (CWC)



Reappoint:

(action required)

D1 Steven Jones



Term Began: December 2012

Term Ends: December 2014

Current Appointment:
(no action required)

D2 Jo Ann Lew



Term Began: September 2013

Term Ends: September 2015

Current Appointment:
(no action required)

D3 Harriette Saunders



Term Began: July 2014

Term Ends: July 2016

Current Appointment:
(no action required)

D4 Robert A. Tucknott



Term Began: June 2014

Term Ends: June 2016

Current Appointment:
(no action required)

D5 Cynthia Dorsey



Term Began: January 2014

Term Ends: January 2016

12/11/14

Date

Nancy Ortenblad, Alameda County Mayors' Conference

To fill a vacancy, submit a committee application and corresponding resume to Alameda County Transportation Commission (Alameda CTC) for each new member. Return the form(s) by email, mail, or fax to:

Alameda CTC
Attn: Angie Ayers
1111 Broadway, Suite 800
Oakland, CA 94607
Email: aaayers@alamedactc.org
Fax: (510) 893-6489

RECEIVED

DEC 15 2014

ALAMEDA CTC

Application for the Alameda CTC Citizens Watchdog Committee (CWC)



Alameda CTC invites Alameda County residents to serve on its **Citizens Watchdog Committee**, which meets quarterly on the second Monday of the month from 6:30 to 8:30 p.m. Each member is appointed for a two-year term.

Membership qualifications:

Each CWC member must be a resident of Alameda County and must not be an elected official at any level of government or be a public employee of any agency that oversees or benefits from the proceeds of the Measure B sales tax or have any economic interest in any Measure B-funded projects or programs.

Name: Glenn Nate
Home Address: _____
Mailing Address (if different): _____
Phone: (home) _____ (fax) _____
Email: _____
Please respond to this document:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on the CWC and why you are qualified for this appointment.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer or relevant volunteer experience including organization, address, position and dates.
- IV. **Bio or Resume :** Please include your current biography or resume.

Certification: I certify that the above information is true and complete to the best of my knowledge.

Signature [Signature] Date 12/08/2014

Return the application to your appointing party for signature (see www.alamedactc.org/app_pages/view/8), or fax (510.893.6489) or mail it to Alameda CTC.

Appointing Party:

Signature: [Signature]

Date: 12/16/14

EDUCATION

University of California, Berkeley ▪ Berkeley, CA

UC Berkeley College of Letters and Science ▪ B.A. in Legal Studies (May 2009)

Relevant Coursework: Ethical Theories, Law and Economics: Micro & Macro, Modern Constitutionalism, Theoretical Foundations of Criminal Law, Sociology of Law, Philosophy of Economics, Comparative Constitutional Law, Theories of Law & Society, Topics in Law and Society (Constitutional Law; The Supreme Court and Public Policy), Statistics

Foothill Community College ▪ Los Altos Hills, CA

- A.A. in Law & Society (Pre-Law) with High Honors (June 2007)

James Logan High School ▪ Union City, CA

- High School Diploma

RELEVANT PROFESSIONAL EXPERIENCE

Dutra Cerro Graden ▪ *Alternative Land Use Analyst* ▪ Dublin, CA

Managed the alternative land use analysis on multiple properties owned by both public and private entities including:

- City of Union City
- New Haven Unified School District, Union City
- Masonic Homes of California
- Alpine Unified School District
- City of Hayward
- Hayward Unified School District
- Chabot-Las Positas Community College District
- Private Individuals

Roles

Alternatives and Development Program

- Manage relationships with the City/County regarding the possible land use alternatives or options on the site
- Data collection regarding relevant historical documents and existing conditions on the property.
- Location assessment and context of opportunities and constraints
- Market analysis of land value

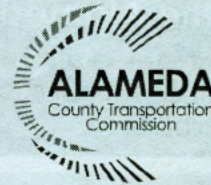
Proforma Modeling and Sensitivity

- Value analysis based on a 5-year holding period with assumptions and estimates related to the cost of construction, financing rates, and development timeline
- Return on Investment analysis on all possible development scenarios

Development Execution

- Execution and completion of viable development projects
- Outreach to community and stakeholders
- Manages Public Relations campaigns and marketing

Application for the Alameda CTC Citizens Watchdog Committee (CWC)



Alameda CTC invites Alameda County residents to serve on its **Citizens Watchdog Committee**, which meets quarterly on the second Monday of the month from 6:30 to 8:30 p.m. Each member is appointed for a two-year term.

Membership qualifications:

Each CWC member must be a resident of Alameda County and must not be an elected official at any level of government or be a public employee of any agency that oversees or benefits from the proceeds of the Measure B sales tax or have any economic interest in any Measure B-funded projects or programs.

Name:

PATRISHA (PAT) PIRAS

Home Address:

Mailing Address:

Phone: (home)

Email:

Please respond to the following sections on a separate attachment:

- 2 pages* I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on the CWC and why you are qualified for this appointment.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer or relevant volunteer experience including organization, address, position and dates.
- 3 pages* IV. **Bio or Resume :** Please include your current biography or resume.

Certification: I certify that the above information is true and complete to the best of my knowledge.

Signature

Patrisa Piras

Date

7 Jan 2015

Return the application to your appointing party for signature (see www.alamedactc.org/app_pages/view/8), or fax (510.893.6489) or mail it to Alameda CTC.

Appointing Party:

Signature:

Rebecca Davis

Date:

January 7, 2015

Application for the Alameda CTC Watchdog Committee (Patrisha Piras)

- I. Commission/Committee Experience: What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.**

I served as a publicly-elected member of the Board of Directors of the Alameda-Contra Costa Transit District (AC Transit) from December 1990 to June 2004. I represented Ward IV, which roughly corresponds to most of Planning Area 2. During nearly all of my tenure, I served as Chair or a member of the District's Legislative and Finance Committees. I also served for several years as a member of the District's Retirement Board, and as the AC Transit representative on the Alameda County Congestion Management Agency (CMA).

During 2011-2012, I served as the Sierra Club representative to the ACTC Community Advisory Working Group (CAWG) for the development of the Alameda Countywide Transportation Plan and the Transportation Expenditure Plan for Measure B1 in November 2012. I believe that I was generally considered to be an effective and useful contributor.

I do not currently serve on any public agency committees or commissions, and have no plans to do so, other than the Watchdog Committee.

- II. Statement of Qualifications: Provide a brief statement indicating why you are interested in serving on the CWC and why you are qualified for this appointment.**

The Sierra Club has a designated seat on the Watchdog Committee which has been vacant for several years and deserves to be filled for its continuing role under Measure BB. I have proven that I work well within a committee process and can often provide suggestions to help advance and improve the work of the group. I worked with Chair Paxson during the CAWG activities and look forward to helping to back up his leadership. I am also very supportive of the re-designation of the Watchdog Committee's name.

III. Relevant Work or Volunteer Experience: Please list your current employer or relevant volunteer experience including organization, address, position and dates.

I am self-employed as a transit/paratransit consultant focusing on issues relating to transportation for people with disabilities, other civil rights matters in transportation, and funding & financing for public and surface transportation. I do not do any consulting work within the Bay Area region, in order to ensure that I do not have any conflicts of interest. I am currently completing a research project for the American Public Transportation Association (APTA) to document the evolution of the Federal Transit Administration (FTA)'s Triennial Review process. More details, including dates, of my professional experience in transportation can be found on my resume, which follows.

I was appointed to fill a vacancy on the Executive Committee of the SF Bay Chapter of the Sierra Club in mid-2010 and was elected to additional terms on that body in 2011 and 2013. I resigned effective December 2014 with one year left in my term in order to take on the role of Sierra Club appointee to the Watchdog Committee (both groups meet on the same evenings). I have also served in other leadership positions in the Sierra Club including alternate (and usually voting member) of the California-Nevada Regional Conservation Committee (CNRCC). I served for several years as Vice-Chair of the Chapter's Conservation Committee, and for the past several years have been Vice-Chair for Alameda County on the Chapter Political Committee.

IV. Bio or Resume : Please include your current biography or resume.
Please see attached.

Thank you for your consideration of this application.

PAT PIRAS CONSULTING

Resume of Patrisha Piras

Experience:

Pat Piras Consulting, San Lorenzo, California

January 2001 to Present, Position: *Principal/Director*

Responsible for day-to-day consulting work, business development and client relations for a transit/paratransit management consulting firm in Northern California. Clients include public agencies, private sector firms, and community organizations. Examples of assignments include:

- ADA/504 Compliance Review of Facilities, Activities and Services for Santa Cruz Metropolitan Transit District, CA
- ADA Technical Assistance & Special Reviews (incl. Insight Enterprises/Peninsula Center for Independent Living, Link Transit, King County Transit, Access Services LA, MV Transit)
- Training sessions on "ADA Regulations" and "Coordination" for California RTAP program
- Explanation of ADA transportation issues to staff of Internal Revenue Service
- Expert witness assistance in transit and paratransit cases including California, Maryland, Iowa, North Carolina
- Trainings for community groups regarding Environmental Justice issues in transportation

Hampton Roads Transit, Hampton, Virginia

January 2001 to April 2010, Position: *Accessibility/Coordination Specialist*

- Update of ADA Paratransit Plan and development of in-person eligibility recertification program
- Development of SAFETEA-LU Human Services Coordination Plan; conducted competitive selection process for regional JARC & New Freedom funding
- Revised approach and compliance for FTA Title VI reporting

Laidlaw Transit Services, Overland Park, Kansas (now part of First Transit)

1997 to 2000, Position: *Director of Paratransit*

Responsible for compliance oversight for paratransit services of national management firm.

Examples of duties included:

- Development of disability training and evaluation programs for management and operations personnel
- Training for new project start-ups
- Evaluation of project improvements and performance recoveries/turn-arounds
- Assisted Safety staff with development and delivery of training materials

International Institute for Surface Transportation Policy Studies (now The Mineta Transportation Institute) at San Jose State University, San Jose, California

1993 to 1997, Position: *Director of Research Programs*

- Oversaw policy research program and all research projects, including overall editorial review
- Managed work of faculty and student researchers
- Primary liaison to federal & state funding agencies and private project sponsors
- Management of information resources, including website and Institute library
- Supervised staff and student assistants

Specific projects in developing the Institute's initial research program included:

- Analysis of Federal Budget "Outlay" Rates on Transportation Funding
- Public/Private Partnerships for Transit-Oriented Development
- Development of an International Conference on Surface Transportation Policy Issues
- NAFTA's Transportation Impacts on California
- Security Issues for Transportation Agencies and Facilities

Pat Piras Consulting Services, San Lorenzo, California

1986 to 1993. Position: *Principal/Sole Proprietor*

- Conducted public transit planning and service evaluation studies
- Advised public agencies and private sector clients
- Responsible for all proposal development, financial & recordkeeping activities

Examples of specific projects included:

- Financial Analysis for SF Bay Area Regional Paratransit Plan
- Volunteer Transportation Study (Portland, OR)
- Social Service Transportation Inventory & Action Plan (Mendocino County)
- Triennial Performance Audits for rural and small operators
- Transit Development Plans (North San Luis Obispo County, Nevada County, San Bernardino Access)
- Development and Evaluation of RFPs for Transit & Paratransit Services
- Feasibility Study of Transportation for Two Private Hospitals
- Service Reliability Study (Central Contra Costa Transit)
- Evaluation and Comparison of Private Sector Transit Service Contracting (Santa Clara CTA)

Metropolitan Transportation Commission, Oakland, California

1979 to 1986. Position: *Senior Planner/Analyst*

- Administered State and Federal funding programs
- Oversaw annual budget analysis of transit operators
- Developed policy/action recommendations to Agency Committees
- Represented Agency to public, policy bodies, Federal & State agencies
- Staff Liaison to Advisory Committees
- Directed activities and training of professional/clerical staff
- SCR 74 (Peninsula Mass Transit) Study, Team Leader

Dave Systems, Inc. (subsequently DAVE Transportation), various locations in New Jersey and California

1973 to 1979, *Multiple positions*

- Operations Manager for Dial-A-Ride and "E&H" Paratransit systems (Turlock and San Mateo County, CA)
- Development, Implementation, and Evaluation of New Systems throughout California
- Training Specialist: developed company-wide Operations & Empathy programs, wrote first Procedures Manual for Demand-Responsive Transit Services
- Dispatcher/Scheduler for first-ever general public Dial-A-Ride system, sponsored by UMTA Service & Methods Demonstration program in Haddonfield, NJ

Education:

- Juris Doctor, Hastings College of the Law, University of California
- Bachelor of Science, Mathematics, Pennsylvania State University
- Graduate courses completed in Instructional Media, Statistics, Marketing Research

Publications/Presentations:

- "The Politics of Mobility: Tools for Equitable Mobility", TRB Conference on Rural & Intercity Public Transportation (2004) and TRB Annual Meeting (2005)
- Organizer/moderator/presenter for sessions on Environmental Justice at several APTA Conferences (2004 Annual Meeting, 2002-2014 Bus & Paratransit, 2003 Rail)
- "TDA History: The Role of Lawsuits", CalACT 2004
- Organizer/Team Leader, "The Great Dispatching Challenge (manual vs. computer)", 2004
- "Making the Hard Choices in ADA Service Decisions: What Board Members Need to Know", APTA Transit Board Members Conference (2001 and 2002), APTA Bus & Paratransit Conference (2002)
- ADA Issues session for "Paratransit Scheduling & Dispatching", University of Wisconsin/Milwaukee Extension Program, 1990 to 1997
- "Issues Relating to Transportation of HIV-positive Passengers", COMOTRED (International Conference on Transportation for Elderly & Disabled), Lyons, France, 1992
- "Working Together: Citizen Participation Makes a Difference", COMOTRED, Cambridge, England, 1981.

Professional Affiliations:

- Publicly-elected member of the Board of Directors, Alameda-Contra Costa Transit District (AC Transit), Oakland, CA (1990 – 2004)
- Only consultant appointed by USDOT to Federal Advisory Committee on Americans with Disabilities Act (1991)
- American Public Transportation Association (APTA)
 - Chair, Regulatory Activities Subcommittee of Access Committee
 - Past Co-Chair, Technical Oversight Committee for Accessibility Standards Program
 - Co-Chair, Environmental Justice Subcommittee of Policy & Planning Committee
 - Member, Subcommittee on Intergovernmental Affairs (formerly Task Force on Coordination)
 - Member, Legal Affairs Committee and Mobility Management Committee
 - Former Chair, At-Large Members of the Legislative Steering Committee
 - Former member, Governing Boards Committee.
- Transportation Research Board (TRB), National Academy of Sciences
 - Current member of Committees on Transit & Intermodal Law (AL020), Environmental Justice (ADD50), and Rural Public & Intercity Bus Transportation (AP055)
 - Panelist, Transit Cooperative Research Program
 - Appointed member, Committee on Congressional Study of "Contracting for Bus and Demand-Responsive Transit Services" (Special Report #258)
 - Former member (termed out) of Committees on Paratransit, Public Involvement in Transportation, Social & Economic Factors in Transportation, Accessible Transportation & Mobility, and Local Transportation Finance
 - Steering Committee, National Conferences on Rural & Intercity Transportation
 - Steering Committee, National Conferences on Accessible Transportation
- Recipient of "The Roger Tate Is Smiling Award," 21st National Conference on Rural Public and Intercity Bus Transportation, October 2014
- California Association for Coordinated Transportation (CalACT), Founding Member
- California Attorney General's Commission on Disabilities (former Volunteer)
- Conference of Minority Transportation Officials (COMTO) – former member, NorCal Chapter
- Women's Transportation Seminar (WTS), Bay Area Chapter Founding Member
- State Bar of California - Member #87590 (inactive)

Updated November 2014



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

7.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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.

**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	3
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.	Marleau	Kristi	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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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



Citizens Watchdog Committee Meeting Minutes Monday, October 27, 2014, 6:30 p.m.

7.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Welcome and Call to Order

CWC Chair James Paxson called the meeting to order at 6:30 p.m. The meeting began with introductions, and the chair confirmed a quorum. All CWC members were present, except the following: Arthur Geen, William Klinke, Brian Lester, Robert Tucknott, Matt Turner, and Hale Zukas.

Robert Tucknott and Matt Turner arrived during agenda item 4.1, and Hale Zukas arrived during agenda item 4.2.

2. Public Comment

Ken Bukowski with Emeryville Property Owners Association informed the committee that he has a new webpage that can be accessed at <http://regional-video.com/>. He mentioned that the page contains video recordings of Alameda CTC, Metropolitan Transportation Commission, and Associate of Bay Area Governments meetings.

3. CWC Meeting Minutes

3.1. Approval of July 14, 2014 CWC Meeting Minutes

Harriette Saunders moved to approve the minutes. Jo Ann Lew seconded the motion. The motion passed 8-0 with one abstention, Herb Hastings (Arthur Geen, William Klinke, Brian Lester, Robert Tucknott, and Matt Turner were absent).

4. CWC Annual Report Outreach Summary

4.1. Update on Outreach and Costs

Tess Lengyel gave an update on the publishing and outreach efforts for the *12th CWC Annual Report to the Public*. She summarized the work Alameda CTC did, based on the CWC's direction, to produce and distribute the report, as well as to place print and online banner advertisements in the media. Tess discussed the new elements for informing the public via Constant Contact and an advertisement on AC Transit. She stated that Alameda CTC continues to do information sharing through its e-newsletter and the Executive Director's Report. She informed the committee that staff will bring the final outreach summary and a cost benefit analysis to the January meeting.

Questions/feedback from the members:

- The committee questioned if Alameda CTC receives feedback from the public on the report and expressed concern regarding the effectiveness of the outreach being performed. Tess stated that typically Alameda CTC does not get much feedback, and the cost benefit analysis that staff will present to the committee in January is a method to determine the number of people the report reaches.

- A member stated that the bus interior card on AC Transit was visually engaging and very well done. Even though the report was not on the card, the advertisement sparked the public's interest.
- Is there a way to capture people from Facebook to invite them to the public hearing? Staff has the ability to post the invitation on Facebook with the direction of the CWC.
- An inquiry was made regarding getting email addresses from the outreach events. Staff noted that sign-in sheets are at every outreach table for people who are interested in receiving materials from Alameda CTC.

James Paxson said that the above questions and concerns are great topics to be discussed for the next Annual Report Subcommittee.

Public comment: Ken Bukowski volunteered his services to do video outreach.

4.2. CWC Report on Annual Report Outreach

Comments on members' outreach efforts:

- Harriette Saunders said she distributed the CWC Annual Report and the flyers at various senior centers in Alameda County. She campaigned with Measure BB and included the annual report on the outreach tables.
- Deborah Taylor mentioned that she distributed the report and flyers at St. Mary's Senior Center.
- Miriam Hawley stated that she has a Measure BB sign in her yard.
- Cynthia Dorsey said she researched www.fullcalendar.com for future placement of advertisement of the report.
- James Paxson stated that he performed outreach to the mayors, city managers, and the chambers of commerce in the Tri-Valley Area.
- Sandra Hamlat said she distributed the report through the Bike East Bay network.

James Paxson recognized the new members of the committee and the members who arrived during the discussion of agenda items 4.1 and 4.2.

5. Program Compliance Workshop Update

5.1. Compliance Workshop Material

Matt Todd gave a presentation on the Alameda CTC annual compliance reporting process that documents 2000 Measure B expenditures for four program areas. He noted that the CWC reviews the expenditures related to the programs. Matt discussed the annual audit and compliance reporting requirements, the compliance policies, and the dates for the CWC compliance review process. He also discussed the Timely Use of Funds and Reserve policies and described the monitoring procedure.

Matt mentioned that the CWC Compliance Reporting Subcommittee met in mid-October and made the following suggestions:

- Create a legend to guide review of the compliance report.
- Highlight key items for the CWC to review in the compliance reports.
- When there are big shifts from one year to the next in projects, develop a way to highlight/flag the information on the spreadsheet.

James Paxson explained the compliance reporting review process and the CWC members' role in the process to new CWC members. He noted that in the January or March timeframe, the CWC will establish a Compliance Reporting Subcommittee that will meet before the 2015 Compliance Workshop.

Art Dao informed the committee that this is the last CWC meeting that Matt will attend. He let the committee know that Matt is leaving the agency on November 14, 2014 for a position in the private sector. Art and the committee thanked Matt for his dedication and years of service. The committee was very appreciative of the work done on compliance reporting. The CWC discussed writing a thank-you letter to Matt.

Questions/feedback from the members:

- Does staff have someone to make sure that the money the jurisdictions spend is in compliance with the Measure B language? Staff stated that each recipient of Direct Local Distribution funds engages an independent auditor that audits and provides an opinion on the Measure B financial statements that lets the committee know that, in their opinion, the recipient complied with the requirements of Measure B in all material respects as specified in the Master Program Funding Agreements.
- Did the CWC receive a copy of the agreements updated in 2012? Staff stated that the first agreement had a sunset date of 10 years. James Paxson stated that the agreements came to the CWC around 2011. The Commission approved the new agreements around February/March 2012.
- What is the time period for the timely use of funds? Matt said that it's the year we're in plus the next three, which results in four years.
- Are funds being spent from Measure B for the campaign of Measure BB? James Paxson stated Measure B funds are not used for the campaign of Measure BB.

5.2. CWC Compliance Reporting Ad Hoc Subcommittee Meeting

James Paxson encouraged the committee to review the handout of the subcommittee meeting minutes.

6. Report on the CWC Post-Audit Subcommittee Meeting

6.1. Report on the CWC Post-Audit Subcommittee Meeting

James Paxson informed the committee that the Post-Audit Committee met September 22, 2014, and the minutes are in the agenda packet. The Audit Subcommittee met on October 20, 2014 to review the Comprehensive Annual Financial Report (CAFR), and staff will distribute the meeting minutes via email at a later date.

7. Draft Audited Comprehensive Annual Financial Report FY 2013-14

Ahmad Gharaibeh with Vavrinek, Trine, Day & Co., LLP (VTD) presented the CAFR. He mentioned that the financial statements show information for the former Alameda County Congestion Management Agency (ACCMA), former Alameda County Transportation Authority (ACTA), and former Alameda County Transportation Improvement Authority (ACTIA). Ahmad stated that the audit was performed in conformance with Governmental Accounting Standards Board (GASB) requirements.

Ahmad informed the committee that this year, Alameda CTC entered into a new debt agreement with certain compliance requirements, which are included in the audit presentation.

Highlights of the presentation include the following:

- Regarding the auditor's report on the financial statements, VTD issued a clean, or unmodified, audit opinion for the year ended June 30, 2014. VTD also reported a clean, or unmodified, opinion on the audit of the Limitations Worksheet.
- Regarding the CWC's audit concerns, Ahmad provided information that showed the audit testing performed and other procedures used to address the concerns discussed at the CWC pre- and post-audit subcommittee meetings.
- Ahmad reviewed the Alameda CTC's Financial Highlights, which included the new debt related transactions on the financial statements, the Alameda CTC statement of net position, the ACTIA funds balance sheet, the Alameda CTC statement of activities, and the ACTIA revenues, expenditures, and changes in fund balances.

Questions/feedback from members:

- The capital assets furniture expenses went up, as well as the leasehold improvements. The committee requested an explanation on the increase and asked if the overhead is covered in the ballot language. Ahmad stated Alameda CTC purchased new furniture and built out the new floor before moving in September 2013. Staff stated that Alameda CTC saved \$10,000 a month on rent. Ahmad said that these expenses fall under administrative expenses in the ballot language.
- The committee requested an explanation on the increase of the investment income. Ahmad stated that the proceeds from the bonds are \$157 million. Alameda CTC opened a new bond trustee account with Union Bank and deposited the money into this account. The account is accumulating interest and investment income. The auditors traced back the investment income to ensure it is posted to the correct Measure B funds.
- A member requested an explanation of the ACCMA expenses. Ahmad stated that the particular slide in question shows expenses for all agencies (ACCMA, ACTA, and ACTIA). James Paxson and staff explained that the audit is for Alameda CTC, the 2000 Measure B revenues and expenditures for ACTIA are a piece of the total Alameda CTC revenues and expenditures of which the CWC is responsible for monitoring for the public.
- Is paratransit under local or public transportation? Staff stated that it's under public. Local transportation is for local streets and roads for the jurisdictions.
- To what extent did VTD look at the bond transactions? Ahmad said from a debt perspective this was a public offering, and an official statement was published. VTD confirmed the debt proceeds with the trustee, the cash came into a trustee account, the proceeds were deposited into a separate account in the name of the Alameda CTC, and VTD tracked the proceeds to ensure the correct amount was received per the bond documents and that the correct amount was deposited into the correct funds (project vs interest). As shown on page 23, the par amount of the debt proceeds was deposited into the ACTIA capital project fund. VTD reviewed the expenditures to which the bond proceeds have been applied and confirmed that they were eligible Measure B expenditures.
- Did the bond funds go to the jurisdictions? Patricia Reavey said that the bond funds went toward the following capital projects:

- San Francisco Bay Area Rapid Transit District (BART) Warm Springs Extension
- BART Oakland Airport Connector
- Route 84 Expressway
- I-580 Corridor Improvements
- Downtown Oakland Streetscape Improvement
- Iron Horse Bicycle Pedestrian and Transit Route
- I-880/State Route 92 Reliever-Clawiter/Whitesell Interchange
- I-880 Corridor Improvement and
- I-680 Express Lane Projects
- Who is responsible for paying the interest? Patricia said that Measure B capital funds will cover the interest cost for the bonds.
- Where do you see the interest payment on the financial statement? Patricia said that the interest payment will be shown next year. She noted that two financial statements exist for GASB requirements: The government-wide financial statements, shows the bond interest accrued from the date of issuance of the debt on March 4, 2014 through June 30, 2014, and the fund financial statements, which will show the first bond interest payment next year which was due on September 1, 2014. Interest payments are due March 1 and September 1 through March 1, 2022.
- What is the ACCMA? Staff said the former Alameda County Congestion Management Agency that developed and updated the legislatively required Congestion Management Program (CMP), a plan that describes the strategies to assess, monitor, and improve the performance of the county's multimodal transportation system; address congestion; and ultimately protect the environment with strategies to help reduce greenhouse gas emissions. Alameda CTC has assumed the role of the Alameda County Congestion Management Agency. Alameda CTC does not use sales tax dollars to fund the CMP.
- What is the interest rate on the bonds and the deposit of bond proceeds? Patricia said the true interest cost on the bonds is 1.54 percent, and the bond proceeds earn variable rates of return based on individual investments in the portfolio as shown in the quarterly investment portfolio report.

James Paxson referred to the follow-up items below, which are from the October 20, 2014 Audit Subcommittee meeting. He reiterated that staff will distribute the minutes soon.

- Did VTD follow up with the Audit Subcommittee regarding the following inquiry from the September 22, 2014 Post Audit Subcommittee meeting? "Regarding MPFA's timely use of funds requirement, VTD will follow up with staff to gain a better understanding of the spend-down requirements and percentages the agencies must spend over a three-year period and bring back a response to the committee at a later date regarding more detail on the process and if the agencies met the requirements." James Paxson stated that VTD followed up at the October 20, 2014 Audit Subcommittee meeting.
- Patricia committed to provide CWC with a list of active ACTA capital projects. The projects are:
 - I-880 to Mission Boulevard East-West Connector
 - Route 238/Mission-Foothill-Jackson Corridor Improvement
 - I-580/Redwood Road Interchange
 - Central Alameda County Freeway System Operational Analysis
 - Castro Valley Local Area Traffic Circulation Improvement
 - Program-wide and Project Closeout Costs

- VTD and staff will refer to the Transportation Expenditure Plan and follow up on if the calculation of the administrative percentage is cumulative or on an annual basis. Patricia Reavey said that the administrative percentage is cumulative. For example, the administrative percentage used during this audit period was 2.67 percent out of 4.5 percent. The remainder of the funds go towards funding the fund balance reserve based on the policy adopted by the Commission.

8. Year-end Investment Report FY 2013-14

Patricia Reavey reviewed the Alameda CTC Year-end Investment Report for FY 2013-14 with the committee. She stated that the investments are in compliance with the adopted investment policy. Total cash and investments were \$392.2 million and bond proceeds made up 29.8 percent of the total. ACTIA's cash and investment balance increased \$143.0 over the prior year-end due to the receipt of bond proceeds. Investment yields improved slightly over the prior year-end going from approximately 0.23 percent at June 30, 2013 to 0.27 percent at June 30, 2014.

9. Staff Responses to CWC Requests for Information

James Paxson informed the committee of the process for this agenda item.

10. CWC Member Reports/Issues Identification (Verbal)

10.1. CWC Issues Identification Process and Form

James Paxson explained the process for this agenda item.

10.2. Issues Discussion

The members did not identify any issues.

11. Staff Reports/Board Actions (Verbal)

11.1. CWC Calendar FY14-15

James Paxson said the items in this section are in the agenda packet for review purposes. The committee requested that staff provide an update on the following projects in January:

- BART Oakland Airport Connector
- BART to Warm Springs Extension
- A report on the I-680 Southbound Express Lane
- BART state of good repair

James suggested that based on the agenda, only one of the above items may be included.

11.2. CWC Roster

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

11.3. Alameda CTC Commission Action Items

The Commission action items are listed in the agenda packet.

12. Adjournment

The meeting adjourned at 8:50 p.m. The next meeting is scheduled for January 12, 2015 at the Alameda CTC offices.

Alameda County Transportation Commission
Citizens Watchdog Committee
Roster - Fiscal Year 2014-2015

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '14*
1	Mr.	Paxson, Chair	James	Pleasanton	East Bay Economic Development Alliance	Apr-01		N/A	0
2	Ms.	Taylor, Vice Chair	Deborah	Oakland	Alameda County Supervisor Wilma Chan, D-3	Jan-13		Jan-15	0
3	Ms.	Dorsey	Cynthia	Oakland	Alameda County Mayors' Conference, D-5	Jan-14		Jan-16	1
4	Ms.	Hamlat	Sandra	Oakland	Bike East Bay	Apr-13		N/A	0
5	Mr.	Hastings	Herb	Dublin	Paratransit Advisory and Planning Committee	Jul-14		N/A	0
6	Ms.	Hawley	Miriam	Berkeley	League of Women Voters	Apr-14		N/A	1
7	Mr.	Jones	Steven	Dublin	Alameda County Mayors' Conference, D-1	Dec-12		Dec-14	0
8	Mr.	Lester	Brian	Pleasanton	Alameda County Supervisor Scott Haggerty, D-1	Sep-13		Sep-15	3
9	Ms.	Lew	Jo Ann	Union City	Alameda County Mayors' Conference, D-2	Oct-07	Sep-13	Sep-15	0
10	Ms.	Saunders	Harriette	Alameda	Alameda County Mayors' Conference, D-3	Jul-09	Jul-14	Jul-16	0
11	Mr.	Tucknoff	Robert A.	Pleasanton	Alameda County Mayors' Conference, D-4	Jun-14		Jun-16	1
12	Mr.	Turner	Matt	Castro Valley	Alameda County Supervisor Nate Miley, D-4	Sep-14		Sep-16	0
13	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	May-14	May-16	1
14		Vacancy			Alameda County Supervisor Richard Valle, D-2				
15		Vacancy			Alameda County Taxpayers Association				
16		Vacancy			Alameda Labor Council AFL-CIO				
17		Vacancy			Sierra Club				

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Paratransit Advisory and Planning Committee^{7.3} Meeting Minutes Monday, October 27, 2014, 1:00 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

MEETING ATTENDEES

Attendance Key (A = Absent, P = Present)

Members:

<u>P</u> Sylvia Stadmire, Chair	<u>P</u> Sandra Johnson-Simon	<u>A</u> Carmen Rivera- Hendrickson
<u>P</u> Will Scott, Vice-Chair	<u>P</u> Jonah Markowitz	<u>P</u> Michelle Rousey
<u>A</u> Larry Bunn	<u>P</u> Rev. Carolyn Orr	<u>P</u> Harriette Saunders
<u>P</u> Shawn Costello	<u>P</u> Thomas Perez	<u>P</u> Margaret Walker
<u>P</u> Herb Hastings	<u>P</u> Sharon Powers	<u>P</u> Esther Waltz
<u>P</u> Joyce Jacobson	<u>P</u> Vanessa Proee	<u>P</u> Hale Zukas

Staff:

P Jacki Taylor, Program Analyst
P Naomi Armenta, Paratransit Coordinator
P Krystle Pasco, Paratransit Coordination Team
P Cathleen Sullivan, Paratransit Coordination Team
P Christina Ramos, Alameda CTC Projects/Programs Team

Guests:

Jennifer Cullen, Senior Support Program of the Tri-Valley; Pam Deaton, City of Pleasanton Paratransit Program; Xenia Morris, City of Hayward Paratransit Program; Kim Ridgeway, AC Transit

MEETING MINUTES

1. Welcome and Introductions

Sylvia Stadmire, PAPCO Chair, called the meeting to order at 1:10 p.m. and confirmed a quorum. The meeting began with introductions and a review of the meeting outcomes.

2. Public Comment

There were no public comments.

3. Administration

3.1. September 22, 2014 PAPCO Meeting Minutes

Herb Hastings moved to approve the September 22, 2014 PAPCO Meeting minutes as written. Sandra Johnson-Simon seconded the motion. The motion passed (15-0-0). Members Shawn Costello, Herb Hastings, Joyce Jacobson, Sandra Johnson-Simon, Jonah Markowitz, Carolyn Orr, Suzanne Ortt, Thomas Perez, Sharon Powers, Vanessa Proee, Harriette Saunders, Will Scott, Sylvia Stadmire, Margaret Walker and Esther Waltz were present.

4. Convene 5310 Review Subcommittee

Naomi Armenta gave an overview of the 5310 Review Subcommittee. She noted the subcommittees' background and purpose as well as the selection, process and the overall responsibilities of the subcommittee members. The PAPCO members that participate in this subcommittee will receive a per diem as stated in the Bylaws. The 5310 Review Subcommittee meeting will take place on Thursday, November 13th at 1:00 p.m. This meeting will review applications for the Large Urbanized Area. Staff may be required to schedule a second meeting on December 5th at 1:00 p.m. to score traditional capital applications from the Small Urbanized Area.

The following PAPCO members volunteered for the 5310 Review Subcommittee:

- Shawn Costello
- Herb Hastings
- Joyce Jacobson
- Sandra Johnson-Simon
- Jonah Markowitz
- Carolyn Orr
- Tom Perez
- Harriette Saunders
- Will Scott
- Sylvia Stadmire
- Margaret Walker
- Esther Waltz

Additionally, staff recommended that PAPCO members consider empowering staff with finalizing the 5310 application scores for any traditional capital applications from the Small Urbanized Area, due to the strict timeline for submitting scores to MTC.

Jonah Markowitz moved to empower Alameda CTC staff members with finalizing the 5310 application scoring process. Tom Perez seconded the motion. The motion passed (8-7-0; Members Shawn Costello, Herb Hastings, Joyce Jacobson, Sandra Johnson-Simon, Sharon Powers, Harriette Saunders and Margaret Walker voted no). Members Shawn Costello, Herb Hastings, Joyce Jacobson, Sandra Johnson-Simon, Jonah Markowitz, Carolyn Orr, Suzanne Ortt, Thomas Perez, Sharon Powers, Vanessa Proee, Harriette Saunders, Will Scott, Sylvia Stadmire, Margaret Walker and Esther Waltz were present.

5. Gap Grant Cycle 5 Progress Reports

Naomi Armenta gave an update on the Gap Grant Cycle 5 progress reports.

Questions and feedback from PAPCO members:

- Members requested more information from the Center for Independent Living, Inc. – Mobility Matters Project; Senior Helpline Services - Rides for Seniors; and City of Oakland - Taxi-Up & Go Project. Staff will follow up with the grant recipients and provide an update in an upcoming meeting packet.

6. Member Reports on PAPCO Mission, Roles, and Responsibilities Implementation

Jonah Markowitz stated that Easy Does It will be hosting a fundraiser on November 6th from 6:00 to 9:00 p.m. He also announced that the Albany/Berkeley Mental Health Commission will be meeting on October 30th from 7:00 to 9:00 p.m.

Michelle Rousey stated that she is taking a class at Laney College and will be displaying her final class project. She will be sending more information via email.

Sylvia Stadmire attended MTC's Transportation Awards ceremony and saw Naomi receive an award. She is now focusing on doing more outreach around Measure BB as elections are happening very soon.

Tom Perez attended the Newark Senior Center Senior Health Fair. He noted that a lot of information was given out regarding Measure BB and the Senior Clipper Cards.

Harriette Saunders noted that USOAC just hosted their annual Walk Club Luncheon at the Oakland Zoo and it was very well attended.

Esther Waltz had a great time at the annual Mobility Workshop at the Ed Roberts Campus.

7. Committee Reports (Verbal)

7.1. East Bay Paratransit Service Review Advisory Committee (SRAC)

Sharon Powers noted that the next SRAC meeting will take place on Tuesday, November 4th. More information will be provided at the next PAPCO meeting.

7.2. Citizens Watchdog Committee (CWC)

Herb Hastings reported that the next CWC meeting will take place on Monday, October 27th. More information will be provided at the next PAPCO meeting.

8. ADA Mandated Program and Policy Reports

PAPCO members were asked to review these items in their packets.

9. Information Items

9.1. Mobility Management – Checklist for Assessing the Accessibility of Transportation and Mobility

Naomi Armenta reviewed the mobility management attachment in the packet.

9.2. Outreach Update

Krystle Pasco gave an update on the following outreach events:

- 10/4/14 – Senior Info Fair, Dublin Senior Center from 10:00 a.m. to 2:00 p.m.
- 10/7/14 – Newark Senior Center Senior Health Fair, Silliman Activity Center from 9:00 a.m. to 12:00 p.m.
- 10/17/14 – Mobility Workshop, Ed Roberts Campus from 9:30 a.m. to 3:30 p.m.

9.3. Transportation Expenditure Plan Update

Laurel Poeton gave an update on the Transportation Expenditure Plan (TEP). She noted that staff has continued to attend events and distribute postcards all throughout Alameda County. Lastly, if members would like the Alameda CTC to be at any of the meetings or events that their affiliated organizations are hosting, please contact staff with more information.

9.4. 2014 Annual Mobility Workshop Update

An update was provided in the Joint PAPCO and ParaTAC meeting.

9.5. Other Staff Updates

Naomi Armenta reviewed the additional handouts regarding the two upcoming events in the community.

10. Draft Agenda Items for November 24, 2014 PAPCO Meeting

10.1. Discuss Transportation Expenditure Plan Election Outcome

10.2. Discuss Gap Grant Guidelines

10.3. East Bay Paratransit Report

11. Adjournment

The meeting adjourned at 2:30 p.m. The next PAPCO meeting is scheduled for November 24, 2014 at Alameda CTC's offices located at 1111 Broadway, Suite 800, in Oakland.

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Joint Paratransit Advisory and Planning Committee
and Paratransit Technical Advisory Committee
Meeting Minutes
Monday, October 27, 2014, 2:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

MEETING ATTENDEES

Attendance Key (A = Absent, P = Present)

Members:

P Sylvia Stadmire,
Chair
P Will Scott,
Vice-Chair
A Larry Bunn
A Shawn Costello
P Herb Hastings
P Joyce
Jacobson

P Sandra
Johnson-Simon
P Jonah Markowitz
P Rev. Carolyn Orr
P Suzanne Ortt
P Thomas Perez
P Sharon Powers
P Vanessa Proee

A Carmen Rivera-
Hendrickson
P Michelle Rousey
P Harriette
Saunders
P Margaret Walker
P Esther Waltz
P Hale Zukas

ParaTAC Members:

A Rhianna Babka
P Dana Bailey
A Beverly Bolden
A Melinda Chinn
P Pam Deaton
A Shawn Fong
A Brad
Helfenberger
A Karen Hemphill

A Drew King
A Jackie Krause
P Kadri Klm
A Kevin Laven
A Isabelle Leduc
A Wilson Lee
P Hakeim McGee
A Cindy Montero
A Mallory Nestor

A Gail Payne
P Kim Ridgeway
A Mary Rowlands
A Michelle Silva
A Leah Talley
P Laura Timothy
P Jonathan Torres
A Jeff Weiss
A David Zehnder

Staff:

P Jacki Taylor, Program Analyst
P Naomi Armenta, Paratransit Coordinator
P Krystle Pasco, Paratransit Coordination Team
P Cathleen Sullivan, Paratransit Coordination Team
P Christina Ramos, Alameda CTC Projects/Programs Team

Guests:

Jennifer Cullen, Senior Support Program of the Tri-Valley; Xenia Morris,
City of Hayward Paratransit Program

MEETING MINUTES

1. Welcome and Introductions

Naomi Armenta, Paratransit Coordinator, called the meeting to order at 2:30 p.m. and confirmed a quorum. The meeting began with introductions and a review of the meeting outcomes.

2. Public Comment

There were no public comments.

3. Mobility Workshop Outcomes Report

Cathleen Sullivan gave a report on the Mobility Workshop outcomes.

Questions and feedback from PAPCO and ParaTAC members:

- Members really liked the Mobility Workshop and that representatives from other Counties were able to attend.
- Members were really impressed with the resource fair and the Mobility Workshop in general.
- A member would like to reconsider moving the Mobility Workshop back to July.
- A member would like to see information and resources on wheelchair repair in future Mobility Workshops.
- A member noted that a majority of the afternoon presentations were centered on having a smartphone handy. She noted that many senior and disabled consumers can't afford a smartphone currently but this may change in the next five years.

Staff noted that they would provide an update on the Workshop outcomes, including results from the survey, in an upcoming meeting packet.

4. Livermore Amador Valley Transit Authority (LAVTA) Quarterly Report

Kadri Klm gave a quarterly report on the Livermore Amador Valley Transit Authority (LAVTA).

Questions and feedback from PAPCO and ParaTAC members:

- A member suggested providing more specific information regarding the survey results in the next quarterly report.
- A member liked the graphs in the presentation as it portrayed the service improvements very clearly.
- Was the transition seamless? No, there were some issues in the beginning of the contract with regards to the technology and its effects on on-time performance. However, the issue has since been addressed. Also, on a staff level, communication was really great.
- Are you allowing a grace period for these service improvements? Yes, we are giving the contractor 90 days to address and improve on these issues.

5. Joint PAPCO and ParaTAC Discussion – Notification of Service Changes

Naomi Armenta reviewed the handout on transportation project delivery and facilitated a discussion regarding service change notifications.

Questions and feedback from PAPCO and ParaTAC members:

- A member noted the construction taking place at the MacArthur BART Station and the relocation of the Emery-Go-Round shuttle stops. Since there was no proper notification, the member posted an update on local transportation blogs.
- A member noted that their active mailing list was really helpful as well as their update on the City's website.
- A member noted that with the recent change in AC Transit fare structure, their staff produced bus car cards, updated the website, sent emails, sent regular USPS mail, sent an E-news email blast, held public meetings, staffed outreach events, made presentations and supported a street team.
- A member noted that updates to their City's website, sending letters to consumers and outreach by their advisory committee members are methods that are very helpful.
- A member noted that partnership with locations where consumers buy scrips or vouchers (i.e. for taxi scrip or voucher programs) and providing information of any changes or updates at that point is very beneficial.

6. Information Items

6.1. Member Announcements

There were no member announcements.

6.2. Staff Updates

There were no staff updates.

7. Draft Agenda Items for February 23, 2015 Joint PAPCO/ParaTAC Meeting

7.1. Gap Grant Cycle 6 Update

7.2. Joint PAPCO/ParaTAC Discussion

8. Adjournment

The meeting adjourned at 4:00 p.m. The next Joint PAPCO/ParaTAC meeting is scheduled for February 23, 2015 at Alameda CTC's offices located at 1111 Broadway, Suite 800, in Oakland.

**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster - Fiscal Year 2014-2015**

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '14
1	Ms. Stadtmire, Chair	Sylvia J.		Oakland	Alameda County Supervisor Wilma Chan, D-3	Sep-07	Jan-13	Jan-15	0
2	Mr. Scott, Vice Chair	Will		Oakland	Alameda County Supervisor Keith Carson, D-5	Mar-10	May-14	May-16	0
3	Mr. Bunn	Larry		Union City	Union City Transit Wilson Lee, Transit Manager	Jun-06	Dec-13	Dec-15	4
4	Mr. Costello	Shawn		Dublin	City of Dublin TBD	Sep-08	May-14	May-16	0
5	Mr. Hastings	Herb		Dublin	Alameda County Supervisor Scott Haggerty, D-1	Mar-07	Jan-14	Jan-16	0
6	Ms. Jacobson	Joyce		Emeryville	City of Emeryville Mayor Ruth Atkin	Mar-07	Jan-14	Jan-16	1
7	Ms. Johnson-Simon	Sandra		San Leandro	Alameda County Supervisor Nate Miley, D-4	Sep-10	Dec-13	Dec-15	0
8	Mr. Markowitz	Jonah		Berkeley	City of Albany Vice Mayor Peter Maass	Dec-04	Oct-12	Oct-14	0
9	Rev. Orr	Carolyn M.		Oakland	City of Oakland Councilmember Rebecca Kaplan	Oct-05	Jan-14	Jan-16	2
10	Ms. Ortt	Suzanne		Union City	City of Union City Mayor Carol Dutra-Vernaci	Sep-12		Sep-14	0
11	Mr. Perez	Thomas M.		Fremont	Alameda County Supervisor Richard Valle, D-2	Feb-14		Feb-16	1
12	Ms. Powers	Sharon		Fremont	City of Fremont Mayor William Harrison	Dec-07	Jan-14	Jan-16	0

**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster - Fiscal Year 2014-2015**

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '14
13	Ms. Proee		Vanessa	Hayward	City of Hayward Councilmember Marvin Peixoto	Mar-10	Jan-14	Jan-16	2
14	Ms. Rivera-Hendrickson		Carmen	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Sep-09	Feb-14	Feb-16	2
15	Ms. Rousey		Michelle	Oakland	BART Director Tom Blalock	May-10	Jan-14	Jan-16	0
16	Ms. Saunders		Harriette	Alameda	City of Alameda TBD	Jun-08	Oct-12	Oct-14	0
17	Ms. Waltz		Esther Ann	Livermore	LAVTA Executive Director Michael Tree	Feb-11	May-14	May-16	0
18	Mr. Zukas		Hale	Berkeley	A. C. Transit Director Elsa Ortiz	Aug-02	Jan-14	Jan-16	0
19	Vacancy				City of Berkeley Councilmember Laurie Capitelli				
20	Vacancy				City of Livermore Mayor John Marchand				
21	Vacancy				City of Newark Councilmember Luis Freitas				
22	Vacancy				City of Piedmont Mayor Margaret Fujioka				
23	Vacancy				City of San Leandro TBD				



Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: Janaury 22, 2015

SUBJECT: Legislative Update

RECOMMENDATION: Receive an update on state and federal legislative activities

Summary

This memo provides an update on federal, state and local legislative activities including an update on the federal budget, federal transportation issues, legislative activities and policies at the state level, as well as an update on local legislative activities.

Alameda CTC's legislative program was approved in December 2014 establishing legislative priorities for 2015 and is included in summary format in Attachment A. The 2015 Legislative Program is divided into six sections: Transportation Funding, Project Delivery, Multi-Modal Transportation and Land Use, Climate Change, Goods Movement and Partnerships. The program was designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative updates.

Background

Federal Update

The following updates provide information on activities and issues at the federal level and include information contributed from Alameda CTC's lobbyist team (CJ Lake/Len Simon).

Federal End of Session Update: The second session of the 113th Congress ended on December 16, 2014 when the Senate adjourned after passing the final bill of the Congress (H.R. 5771 to extend expiring and expired tax provisions for tax year 2014). This action came after the Senate confirmed a series of executive and judicial nominees, passed the FY15 omnibus appropriations act (H.R. 83), which provides federal budget certainty for most agencies until October 1, 2015, and the National Defense Authorization Act for 2015. The House had passed bill earlier on December 11, 2014, and President Obama signed it into law on December 16, 2014.

The first session of the 114th Congress will convene on January 6, 2015. The 114th Congress will be the first time Republicans have controlled both the House and Senate since the 109th Congress in 2005-2006. Republicans will control the House by a majority of 247-188, while the majority in the Senate will be 54-44, with 2 Independents caucusing with Democrats.

Fiscal Year 2015 Appropriations and Transportation: The FY 2015 appropriations package provides \$1.014 trillion in discretionary spending. The package provides funds for discretionary programs and also provides \$5.4 billion in emergency funding for the Ebola outbreak, \$73.7 billion in Overseas Contingency Operations, and \$6.5 billion in disaster aid.

The total discretionary spending in the Transportation-Housing and Urban Development (T-HUD) bill is about \$53.8 billion which is closer to the Senate's \$54.4 billion than it is to the House's \$52 billion. This is \$2.82 billion more than FY14 levels.

The House bill had proposed big cuts in a few discretionary programs at the Department of Transportation (DOT), including TIGER grants, Amtrak subsidies, and FTA New Starts, but the larger budget allocation relieved most of the budgetary pressure on those programs.

The final bill provides a net total \$17.8 billion in discretionary appropriations for DOT, which is almost identical to last year's total (The House bill was at \$16.7 billion and the Senate bill was at \$18.0 billion).

- **TIGER** – the final bill appropriates \$500 million for TIGER grants, down \$100 million from FY14, but well above the House bill's level of \$100 million. The House bill had also proposed to limit the purposes of the FY15 TIGER grants to highway, bridge and port projects; the final bill continues to allow mass transit, freight and passenger rail, and other types of surface transportation infrastructure projects.
- **Transit** – the main account at FTA (formula grants) is funded through the Highway Trust Fund and is thus frozen at the FY14 level of \$8.595 billion.
 - The big discretionary account is New Starts (Capital Investment Grants) that receives a gross appropriation of \$2.120 billion under the bill, almost as high as the Senate level and \$429 million higher than the House bill.
 - \$1.510 billion is available for projects with signed Full Funding Grant Agreements (FFGA), and \$325 million is available for projects where the FFGA is not yet signed but is anticipated to be signed later in FY15.
 - \$172 million is available for Small Start projects.
 - \$120 million is for Core Capacity projects.
- **Rail** – similar to last year, there are no funds for any kind of new passenger rail or high-speed rail grants. Once again, the final bill dropped the House-passed provision that would preclude California high-speed rail project from receiving any federal funding. As a result, the project will remain eligible for TIGER funds and for the possible transfer of state highway and transit formula funding to projects that benefit the project.

- **Highways** – the appropriators decided to freeze just about everything at the FY14 levels and let the authorizers add funds later (if they are able) through the MAP-21 Reauthorization process. The Federal-aid Highways obligation limitation remains at \$40.256 billion.

Pre-Tax Transit Benefit: One of the last items the House and Senate took up before each chamber adjourned for the year was a large bipartisan tax package. The legislation retroactively extends over 50 tax incentives that expired in December 2013, but only extends them through December 2014. The package does include the transit-parking benefit parity provision. The House approved the bill by a vote of 378-46, while the Senate approved the package by a vote of 76-16. Inclusion of the transit benefit in the overall tax package keeps it in play for a possible permanent extension in any tax reform legislation that could be considered in the next Congress. We will continue to push for a permanent extension in the 114th Congress.

Policy

Senate Committee Rosters in the 114th Congress: During the last week in session in 2014, the Senate finalized and made public its Committee rosters for the 114th Congress (Attachment B). Republican Senators have not finalized their Committee Chairmen yet. Many of the current Democratic Chairmen who won re-election will become Ranking Members of their Committees in the next Congress. Most of the House Committees are still sorting out their composition and leaders for the next Congress.

FTA Nominee: The Senate adjourned the 113th Congress without confirming a number of transportation related nominees, including Therese McMillan to be the FTA Administrator. The Senate Banking Committee overwhelmingly approved her nomination on November 19, however her nomination (along with many other non-controversial nominees) became a victim of Senate process and time constraints. Because the House and Senate adjourned without scheduling a future meeting, all nominations are sent back to the White House.

Surface Transportation Policy Reauthorization: Over the course of the year, Congress and the Obama Administration considered a variety of ideas regarding surface transportation policy. For the first time, the Administration released a full legislative proposal (The GROW AMERICA Act) for a four-year, \$302 billion transportation reauthorization bill. The proposed legislation would fund surface transportation spending at an annual rate of \$75.6 billion for FY15 – FY18, which is approximately a \$20 billion increase over current funding levels. The administration proposed to pay for the legislation through \$150 billion in one-time revenue from corporate tax reform and from what the Highway Trust Fund takes in from taxes at current levels.

Over the summer, the Senate Environment and Public Works (EPW) Committee also released a bipartisan draft bill that would reauthorize the Federal-aid highway program at current funding plus inflation from FY2015 through FY2020. The bill would have gradually

increased the core highway program from \$38.44 billion in 2015 to \$42.59 billion by 2020. However, the plan did not specify how it would pay for the programs; this was left up to the Senate Finance and House Ways & Means Committees.

The House Transportation and Infrastructure (T & I) Committee held a number of hearings and looked at several proposals on financing options (gas tax, vehicle miles traveled, corporate tax reform/repatriation, wholesale taxes on oil and gas production, state infrastructure banks), public-private partnerships, and reform of environmental permitting requirements to expedite projects.

Despite this action, the House and Senate could not ultimately reach agreement on policy nor did they reach any agreement on financing options. As a result, the House and Senate acted on an extension of current policy and financing through May of 2015. This is an area where the new 114th Congress has committed to act but the policies will be somewhat different than those seen in the 113th Congress since Republicans will control the Senate as well.

State Update

New Session: The state capitol was busy on December 1st as new and returning legislators were sworn-in and members officially elected leaders for the 2015-2016 legislative session. Senator Kevin de Leon was quickly sworn-in as the Senate Pro Tem, and the Assembly re-elected Assemblywoman Toni Atkins as Speaker of the Assembly.

Speaker Atkins unveiled her committee chair appointments, and for transportation she appointed Assemblyman Jim Frazier as chair of the Assembly Committee on Transportation. Other Alameda County members heading committees include: Assemblyman Rob Bonta who will chair two committees: Public Employees, Retirement & Social Security and the Health Committee; Assemblyman Kansen Chu will be chair of Human Services; and Assemblyman Bill Quirk will chair Public Safety.

Governor Brown announced that his swearing-in ceremony will be held on January 5 at 10:00 a.m. on the Assembly Floor. His inauguration speech will also serve as his constitutionally required State of the State address.

Cap & Trade Exemption: A group of Senate and Assembly Republican members have renewed their effort to exempt fuels from the Cap & Trade auction. Several bills have been introduced that would delay including fuels in the Cap & Trade auction until 2020. These include AB 23 (Patterson), SB 5 (Vidak), and SB 1 (Gaines), which exempt fuels until 2025. Transportation fuels are scheduled to be in the auction starting in January, and these emission credits are expected to double the amount of cap & trade auction revenue. Being tagged the "hidden tax" the exemption effort is the continuation of what was a bi-partisan effort started last session. Last year's bills were never heard in committee, but if gas prices do spike after the first auction is held, this proposal will be a closely contested effort.

Strategic Growth Council: The Strategic Growth Council announced that its December meeting is being pushed back to January 20th. The Council was expected to adopt the guidelines for the Low Income Housing & Sustainable Communities program, but due to the extensive comments received, SGC staff needed extra time to draft the revisions. The new timeline for the AH&SC program guidelines is to post the final guidelines on January 9th, and for the SGC Board to adopt them on January 20th. The solicitation for projects should be issued by the end of January.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC 2014 Legislation Program
- B. Federal Senate Committee Appointments

Staff Contact

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

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2015 Alameda County Transportation Commission Legislative Program

The legislative program herein supports Alameda CTC's transportation vision below adopted in the 2012 Countywide Transportation Plan:

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

“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. Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measurable performance indicators. Our transportation system will be: Multimodal; Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies; Integrated with land use patterns and local decision-making; Connected across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes; Reliable and Efficient; Cost Effective; Well Maintained; Safe; Supportive of a Healthy and Clean Environment.”

(adopted December 2014)

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none">• Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures.• Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled, or other reliable means.• Support efforts that protect against transportation funding diversions.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none">• Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations.• Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs.• Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.• Support efforts that streamline financing and delivery of transportation projects and programs.• Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.• Seek, acquire, and implement grants to advance project and program delivery.
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none">• Support environmental streamlining and expedited project delivery.• Support contracting flexibility and innovative project delivery methods.• Support high-occupancy vehicle/toll lane expansion in Alameda County and the Bay Area, implementation of AB 1811, and efforts that promote effective implementation.• Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.
	Ensure cost-effective project delivery	<ul style="list-style-type: none">• Support efforts that reduce project and program implementation costs.• Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none">• Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs.• Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs).• Support innovative financing opportunities to fund TOD and PDA implementation.
	Expand multimodal systems and flexibility	<ul style="list-style-type: none">• Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people and do not create unfunded mandates.• Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education.• Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.

Issue	Priority	Strategy Concepts
Climate Change	Support climate change legislation to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> • Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development. • Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.
Goods Movement	Expand goods movement funding and policy development	<ul style="list-style-type: none"> • Support goods movement efforts that enhance the economy, local communities, and the environment, and reduce impacts. • Support a designated funding stream for goods movement. • Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. • Ensure that Bay Area transportation systems are included in and prioritized in state and federal planning and funding processes.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> • Support efforts that encourage regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings in transportation. • Support policy development to influence transportation planning, policy, and funding at the county, regional, state, and federal levels. • Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.

Updated December 16, 2014

Senate Committee Rosters in the 114th Congress

Note: Republicans have not selected their committee chairmen. For now, GOP members are listed by seniority on the committee. The most-senior member may not necessarily become chairman.

Agriculture, Nutrition and Forestry

Republicans

Pat Roberts, Kan.
Thad Cochran, Miss.
Mitch McConnell, Ky.
John Boozman, Ark.
John Hoeven, N.D.
David Perdue, Ga.**
Joni Ernst, Iowa**
Thom Tillis, N.C.**
Ben Sasse, Neb.**
Charles E. Grassley, Iowa
John Thune, S.D.

Democrats

Debbie Stabenow, Mich., ranking member
Patrick J. Leahy, Vt.
Sherrod Brown, Ohio
Amy Klobuchar, Minn.
Michael Bennet, Colo.
Kirsten Gillibrand, N.Y.
Joe Donnelly, Ind.
Heidi Heitkamp, N.D.
Bob Casey, Pa.

Appropriations

Thad Cochran, Miss.
Mitch McConnell, Ky.
Richard C. Shelby, Ala.
Lamar Alexander, Tenn.
Susan Collins, Maine
Lisa Murkowski, Alaska
Lindsey Graham, S.C.
Mark S. Kirk, Ill.
Roy Blunt, Mo.
Jerry Moran, Kan.
John Hoeven, N.D.
John Boozman, Ark.
Shelley Moore Capito, W.Va.**
Bill Cassidy, La.**
James Lankford, Okla.**
Steve Daines, Mont.**

Barbara Mikulski, Md., ranking member
Patrick J. Leahy, Vt.
Patty Murray, Wash.
Dianne Feinstein, Calif.
Richard J. Durbin, Ill.
Jack Reed, R.I.
Jon Tester, Mont.
Tom Udall, N.M.
Jeanne Shaheen, N.H.
Jeff Merkley, Ore.
Chris Coons, Del.
Brian Schatz, Hawaii*
Tammy Baldwin, Wis.*
Christopher S. Murphy, Conn.*

Armed Services

John McCain, Ariz.
James Inhofe, Okla.
Jeff Sessions, Ala.
Roger Wicker, Miss.
Kelly Ayotte, N.H.
Deb Fischer, Neb.
Tom Cotton, Ark.**
Michael Rounds, S.D.**
Joni Ernst, Iowa**
Thom Tillis, N.C.**
Dan Sullivan, Alaska**
Mike Lee, Utah
Lindsey Graham, S.C.
Ted Cruz, Texas

Jack Reed, R.I., ranking member
Bill Nelson, Fla.
Claire McCaskill, Mo.
Joe Manchin III, W.Va.
Jeanne Shaheen, N.H.
Kirsten Gillibrand, N.Y.
Richard Blumenthal, Conn.
Joe Donnelly, Ind.
Mazie Hirono, Hawaii
Tim Kaine, Va.
Angus King, Maine
Martin Heinrich, N.M.*

GO Roll Calls

Banking

Richard C. Shelby, Ala.
Mike Crapo, Idaho
Bob Corker, Tenn.
David Vitter, La.
Pat Toomey, Pa.
Mark S. Kirk, Ill.
Jerry Moran, Kan.
Tim Scott, S.C.
Tom Cotton, Ark.**
Michael Rounds, S.D.**
Ben Sasse, Neb.**
Dean Heller, Nev.

Sherrod Brown, Ohio, Ranking Member***
Jack Reed, R.I.
Charles E. Schumer, N.Y.
Robert Menendez, N.J.
Jon Tester, Mont.
Mark Warner, Va.
Jeff Merkley, Ore.
Elizabeth Warren, Mass.
Heidi Heitkamp, N.D.
Joe Donnelly, Ind.*

Budget

Charles E. Grassley, Iowa
Michael B. Enzi, Wyo.
Jeff Sessions, Ala.
Michael D. Crapo, Idaho
Lindsey Graham, S.C.
Rob Portman, Ohio
Patrick J. Toomey, Pa.
Ron Johnson, Wis.
Kelly Ayotte, N.H.
Roger Wicker, Miss.
Bob Corker, Tenn.*
David Perdue, Ga.**

Bernard Sanders, Vt., ranking member***
Patty Murray, Wash.
Ron Wyden, Ore.
Debbie Stabenow, Mich.
Sheldon Whitehouse, R.I.
Mark Warner, Va.
Jeff Merkley, Ore.
Tammy Baldwin, Wis.
Tim Kaine, Va.
Angus King, Maine

Commerce, Science, Transportation

John Thune, S.D.
Roger Wicker, Miss.
Roy Blunt, Mo.
Marco Rubio, Fla.
Kelly Ayotte, N.H.
Dean Heller, Nev.
Ted Cruz, Texas
Deb Fischer, Neb.
Dan Sullivan, Alaska**
Jerry Moran, Kan.*
Ron Johnson, Wis.
Cory Gardner, Colo.**
Steve Daines, Mont.**

Bill Nelson, Fla., ranking member***
Maria Cantwell, Wash.
Claire McCaskill, Mo.
Amy Klobuchar, Minn.
Richard Blumenthal, Conn.
Brian Schatz, Hawaii
Edward J. Markey, Mass.
Cory Booker, N.J.
Tom Udall, N.M.*
Joe Manchin III, W.Va.*
Gary Peters, Mich.**

Energy & Natural Resources

Lisa Murkowski, Alaska
John Barrasso, Wyo.
Jim Risch, Idaho
Mike Lee, Utah
Jeff Flake, Ariz.
Bill Cassidy, La.**
Cory Gardner, Colo.**
Steve Daines, Mont.**
Rob Portman, Ohio
John Hoeven, N.D.
Lamar Alexander, Tenn.
Shelley Moore Capito, W. Va.**

Maria Cantwell, Wash., ranking member
Ron Wyden, Ore.
Bernard Sanders, Vt.
Debbie Stabenow, Mich.
Al Franken, Minn.
Joe Manchin III, W.Va.
Martin Heinrich, N.M.
Mazie Hirono, Hawaii*
Angus King, Maine*
Elizabeth Warren, Mass.*

Environment and Public Works

James M. Inhofe, Okla.	Barbara Boxer, Calif., ranking member
David Vitter, La.	Thomas R. Carper, Del.
John Barrasso, Wyo.	Benjamin L. Cardin, Md.
Shelley Moore Capito, W. Va.**	Bernard Sanders, Vt.
Michael D. Crapo, Idaho	Sheldon Whitehouse, R.I.
John Boozman, Ark.	Jeff Merkley, Ore.
Jeff Sessions, Ala.	Kirsten Gillibrand, N.Y.
Roger Wicker, Miss.	Edward J. Markey, Mass.
Deb Fischer, Neb.	
Michael Rounds, S.D.**	
Dan Sullivan, Alaska**	

Ethics

Johnny Isakson, Ga.	Barbara Boxer, Calif., ranking member
Pat Roberts, Kan.	Chris Coons, Del.*
Jim Risch, Idaho	Brian Schatz, Hawaii*

Finance

Orrin G. Hatch, Utah	Ron Wyden, Ore., ranking member
Charles E. Grassley, Iowa	Charles E. Schumer, N.Y.
Michael D. Crapo, Idaho	Debbie Stabenow, Mich.
Pat Roberts, Kan.	Maria Cantwell, Wash.
Michael B. Enzi, Wyo.	Bill Nelson, Fla.
John Cornyn, Texas	Robert Menendez, N.J.
John Thune, S.D.	Thomas R. Carper, Del.
Richard M. Burr, N.C.	Benjamin L. Cardin, Md.
Johnny Isakson, Ga.	Sherrod Brown, Ohio
Rob Portman, Ohio	Michael Bennet, Colo.
Patrick J. Toomey, Pa.	Bob Casey, Pa.
Dan Coats, Ind.*	Mark Warner, Va.
Dean Heller, Nev.*	
Tim Scott, S.C.*	

Foreign Relations

Bob Corker, Tenn.	Robert Menendez, N.J., ranking member
Jim Risch, Idaho	Barbara Boxer, Calif.
Marco Rubio, Fla.	Benjamin L. Cardin, Md.
Ron Johnson, Wis.	Jeanne Shaheen, N.H.
Jeff Flake, Ariz.	Chris Coons, Del.
Cory Gardner, Colo.**	Tom Udall, N.M.
David Perdue, Ga.**	Christopher S. Murphy, Conn.
Johnny Isakson, Ga.*	Tim Kaine, Va.
Rand Paul, Ky.	Edward J. Markey, Mass.
John Barrasso, Wyo.	

HELP

Michael B. Enzi, Wyo.	Patty Murray, Wash., ranking member***
Lamar Alexander, Tenn.	Barbara Mikulski, Md.
Richard M. Burr, N.C.	Bernard Sanders, Vt.
Johnny Isakson, Ga.	Bob Casey, Pa.
Rand Paul, Ky.	Al Franken, Minn.
Susan Collins, Maine*	Michael Bennet, Colo.
Lisa Murkowski, Alaska	Sheldon Whitehouse, R.I.
Mark S. Kirk, Ill.	Tammy Baldwin, Wis.
Tim Scott, S.C.	Christopher S. Murphy, Conn.
Orrin G. Hatch, Utah	Elizabeth Warren, Mass.
Pat Roberts, Kan.	
Bill Cassidy, La.**	

Homeland Security and Governmental Affairs

John McCain, Ariz.	Thomas R. Carper, Del., ranking member
Ron Johnson, Wis.	Claire McCaskill, Mo.
Rob Portman, Ohio	Jon Tester, Mont.
Rand Paul, Ky.	Tammy Baldwin, Wis.
James Lankford, Okla.**	Heidi Heitkamp, N.D.
Kelly Ayotte, N.H.	Cory Booker, N.J.*
Michael B. Enzi, Wyo.	Gary Peters, Mich.**
Joni Ernst, Iowa**	
Ben Sasse, Neb.**	

Intelligence

Richard M. Burr, N.C.	Dianne Feinstein, Calif., Ranking Member
Jim Risch, Idaho	Ron Wyden, Ore.
Dan Coats, Ind.	Barbara Mikulski, Md.
Marco Rubio, Fla.	Mark Warner, Va.
Susan Collins, Maine	Martin Heinrich, N.M.
Roy Blunt, Mo.*	Angus King, Maine
James Lankford, Okla.**	Mazie Hirono, Hawaii*
Tom Cotton, Ark.**	

Judiciary

Charles E. Grassley, Iowa	Patrick J. Leahy, Vt., ranking member
Orrin G. Hatch, Utah	Dianne Feinstein, Calif.
Jeff Sessions, Ala.	Charles E. Schumer, N.Y.
Lindsey Graham, S.C.	Richard J. Durbin, Ill.
John Cornyn, Texas	Sheldon Whitehouse, R.I.
Mike Lee, Utah	Amy Klobuchar, Minn.
Ted Cruz, Texas	Al Franken, Minn.
Jeff Flake, Ariz.	Chris Coons, Del.
David Vitter, La.*	Richard Blumenthal, Conn.
David Perdue, Ga.**	
Thom Tillis, N.C.**	

Rules and Administration

Lamar Alexander, Tenn.	Charles E. Schumer, N.Y., ranking member
Mitch McConnell, Ky.	Dianne Feinstein, Calif.
Thad Cochran, Miss.	Richard J. Durbin, Ill.
Pat Roberts, Kan.	Tom Udall, N.M.
Richard C. Shelby, Ala.	Mark Warner, Va.
Roy Blunt, Mo.	Patrick J. Leahy, Vt.
Ted Cruz, Texas	Amy Klobuchar, Minn.
Shelley Moore Capito, W.Va.**	Angus King, Maine
John Boozman, Ark.*	
Roger Wicker, Miss.*	

Small Business and Entrepreneurship

David Vitter, La.	Benjamin L. Cardin, Md., ranking member***
Jim Risch, Idaho	Maria Cantwell, Wash.
Marco Rubio, Fla.	Jeanne Shaheen, N.H.
Rand Paul, Ky.	Heidi Heitkamp, N.D.
Tim Scott, S.C.	Edward J. Markey, Mass.
Deb Fischer, Neb.	Cory Booker, N.J.
Cory Gardner, Colo.**	Chris Coons, Del.*
Joni Ernst, Iowa**	Mazie Hirono, Hawaii*
Kelly Ayotte, N.H.*	Gary Peters, Mich.**
Michael B. Enzi, Wyo.	

Veterans' Affairs

Johnny Isakson, Ga.	Richard Blumenthal, Conn., ranking member***
Jerry Moran, Kan.	Patty Murray, Wash.
John Boozman, Ark.	Bernard Sanders, Vt.
Dean Heller, Nev.	Sherrod Brown, Ohio
Bill Cassidy, La.**	Jon Tester, Mont.
Michael Rounds, S.D.**	Mazie Hirono, Hawaii
Thom Tillis, N.C.**	Joe Manchin III, W.Va.
Dan Sullivan, Alaska**	

Indian Affairs

John Barrasso, Wyo.	Jon Tester, Mont., ranking member
John McCain, Ariz.	Maria Cantwell, Wash.
Lisa Murkowski, Alaska	Tom Udall, N.M.
John Hoeven, N.D.	Al Franken, Minn.
James Lankford, Okla.**	Brian Schatz, Hawaii
Steve Daines, Mont.**	Heidi Heitkamp, N.D.
Michael D. Crapo, Idaho	
Jerry Moran, Kan.*	

Special Aging

Susan Collins, Maine	Claire McCaskill, Mo., ranking member***
Orrin G. Hatch, Utah	Bill Nelson, Fla.
Mark S. Kirk, Ill.	Bob Casey, Pa.
Jeff Flake, Ariz.	Sheldon Whitehouse, R.I.
Bob Corker, Tenn.	Kirsten Gillibrand, N.Y.
Dean Heller, Nev.	Richard Blumenthal, Conn.
Tim Scott, S.C.	Joe Donnelly, Ind.
Tom Cotton, Ark.**	Elizabeth Warren, Mass.
David Perdue, Ga.**	Tim Kaine, Va.*
Thom Tillis, N.C.**	
Ben Sasse, Neb.**	

*New to committee
 **New to Senate
 ***New top member of his or her caucus on committee (i.e., the Democrat was not chairman in the 113th, or the Republican was not ranking member in the 113th).

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Memorandum

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1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 22, 2015

SUBJECT: Measure BB Election Results and Analysis

RECOMMENDATION: Receive a presentation on Measure BB Election Results

Summary

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

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

Background

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

Voter Returns

Comparison of 2000, 2012, 2014 Election Results

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

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

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

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

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

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

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

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

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

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

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

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

Undervote

The vast majority of voters who cast ballots in Alameda County for the November 2014 election voted on Measure BB. Of the total ballots cast, only 26,397 or 7.2% did not include a valid selection for Measure BB (the undervote). In 2012 the undervote for Measure B1 was 11.53% and in 2000 the undervote for Measure B was 15.36%. Measure BB's very low undervote and can be attributed to several factors: the penetration of the Measure BB education and outreach efforts and the effectiveness of the independent campaign; and typically voters who vote in a very low turnout elections have strong voter records and are generally engaged and knowledgeable about their ballot and thus are more likely vote down the ballot. The high rate of votes on Measure BB also supports a conclusion that Alameda County voters who participated in the November 2014 election care deeply about transportation and see the nexus between local funding, transportation improvements and quality of life¹.

Development, Public Outreach and Education of 2014 Transportation Expenditure Plan

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

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

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

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

Fiscal Impact: There is no fiscal impact.

Attachments

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

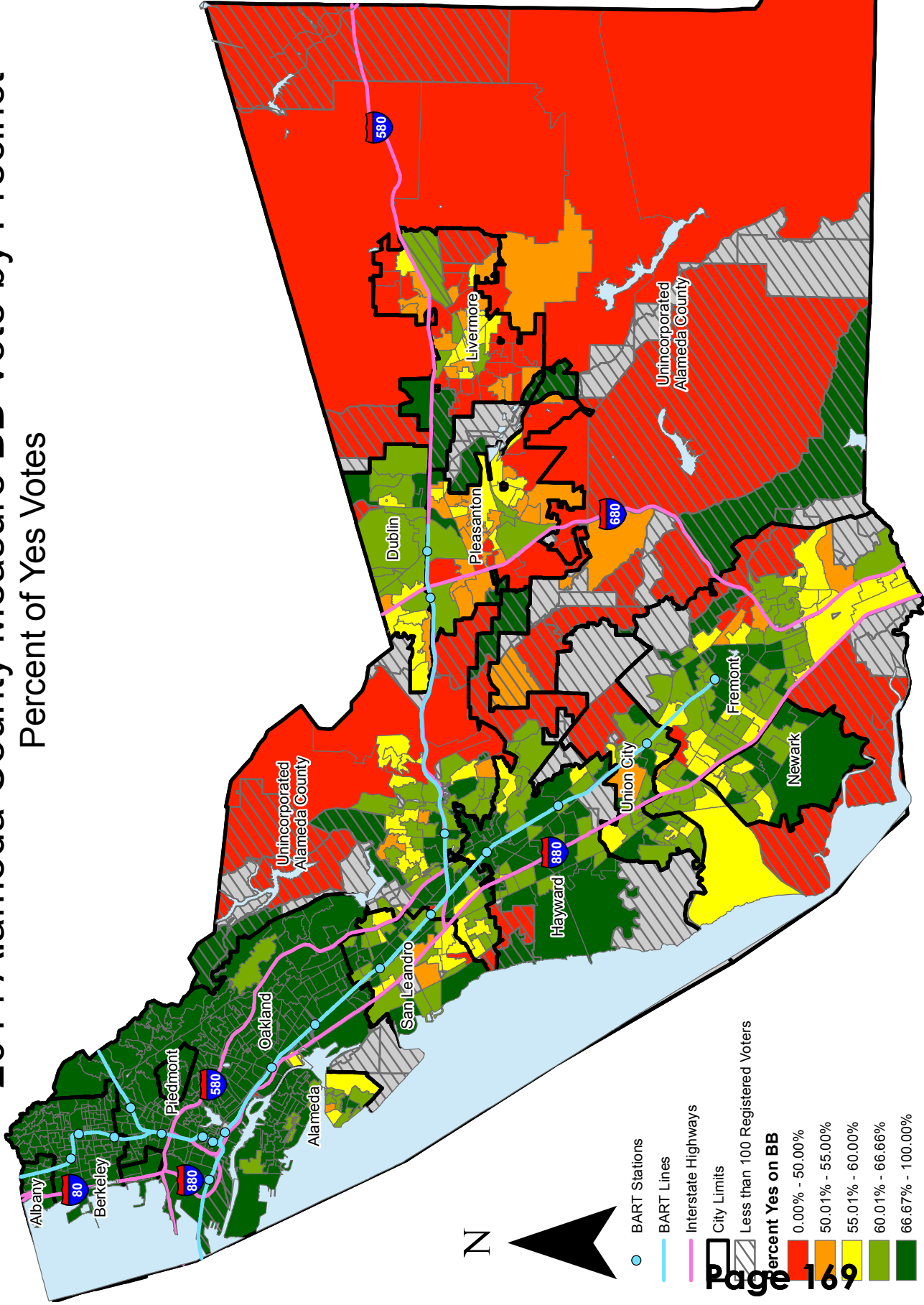
Staff Contact

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

2014 Alameda County Measure BB Vote by Precinct

Percent of Yes Votes

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NOVEMBER 2014 ALAMEDA COUNTY MEASURE BB ELECTION RESULTS

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

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

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

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

Yes												
Votes Cast												
	2000	2012	2014	% Change 2000 to 2012	% Change 2012 to 2014	% Change 2000 to 2014	2000	2012	2014	% Change 2000 to 2012	% Change 2012 to 2014	% Change 2000 to 2014
Alameda County	352,504	350,899	240,557	-0.46%	-31.45%	-31.90%	81.47	66.53	70.75	-18.33%	6.34%	-12.00%
City of Alameda	20,607	19,389	14,625	-5.91%	-24.57%	-30.48%	81.39	64.15	69.60	-21.18%	8.50%	-12.68%
Albany	5,607	5,561	4,833	-0.82%	-13.09%	-13.91%	85.38	74.23	83.66	-13.07%	12.71%	-0.36%
Berkeley	41,006	41,669	33,004	1.62%	-20.79%	-19.18%	89.34	80.82	88.09	-9.54%	9.00%	-0.54%
Dublin	6,999	8,254	6,057	17.93%	-26.62%	-8.69%	78.31	54.60	60.40	-30.28%	10.62%	-19.66%
Eden Township	21,776	27,290	16,602	25.32%	-39.16%	-13.84%	68.84	60.31	62.68	-12.38%	3.92%	-8.46%
Emeryville	2,057	3,042	1,922	47.89%	-36.82%	11.07%	86.18	77.46	82.52	-10.11%	6.53%	-3.58%
Fremont	43,124	37,387	22,769	-13.30%	-39.10%	-52.40%	80.15	59.87	61.06	-25.31%	1.99%	-23.32%
Hayward	22,660	25,835	13,168	14.01%	-49.03%	-35.02%	78.00	69.37	67.96	-11.06%	-2.03%	-13.09%
Livermore	19,974	15,703	10,752	-21.38%	-31.53%	-52.91%	75.15	47.93	49.95	-36.23%	4.22%	-32.00%
Murray Township	680	340	297	-50.00%	-12.65%	-62.65%	67.86	32.72	39.60	-51.78%	21.01%	-30.77%
Newark	8,361	7,655	4,729	-8.44%	-38.22%	-46.67%	77.83	60.82	64.08	-21.85%	5.36%	-16.49%
Oakland	96,667	109,836	79,134	13.62%	-27.95%	-14.33%	85.36	76.32	81.38	-10.59%	6.63%	-3.96%
Piedmont	4,807	4,090	3,446	-14.92%	-15.75%	-30.66%	86.19	65.89	75.54	-23.55%	14.64%	-8.91%
Pleasanton	19,803	14,155	10,653	-28.52%	-24.74%	-53.26%	78.83	47.57	54.03	-39.66%	13.59%	-26.07%
Pleasanton Township	712	441	331	-38.06%	-24.94%	-63.01%	78.33	41.53	46.55	-46.99%	12.10%	-34.89%
San Leandro	18,139	16,905	10,343	-6.80%	-38.82%	-45.62%	77.73	64.13	64.32	-17.50%	0.30%	-17.20%
Union City	11,488	13,310	7,852	15.86%	-41.01%	-25.15%	79.45	65.57	64.28	-17.47%	-1.96%	-19.43%
Washington Township	106	37	40	-65.09%	8.11%	-56.99%	69.28	25.52	46.51	-63.17%	82.27%	19.10%
1st Sup Dist	78,010	53,037	34,992	-32.01%	-34.02%	-66.04%	78.21	54.54	56.85	-30.26%	4.24%	-26.03%
2nd Sup Dist	54,647	55,713	30,847	1.95%	-44.63%	-42.68%	78.29	65.60	65.01	-16.21%	-0.90%	-17.11%
3rd Sup Dist	56,691	65,849	44,230	16.15%	-32.83%	-16.68%	81.12	68.27	71.50	-15.84%	4.73%	-11.11%
4th Sup Dist	68,849	71,616	50,129	4.02%	-30.00%	-25.98%	80.01	62.07	66.90	-22.42%	7.78%	-14.64%
5th Sup Dist	94,307	104,684	80,359	11.00%	-23.24%	-12.23%	88.00	78.47	85.28	-10.83%	8.68%	-2.15%

Source: Alameda County Registrar of Voters, Statement of Vote

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

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

Source: Alameda County Registrar of Voters, Statement of Vote

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

	Undervote											
	Votes Cast						% Cast					
	2000	2012	2014	% Change 2000 to 2012	% Change 2012 to 2014	% Change 2000 to 2014	2000	2012	2014	% Change 2000 to 2012	% Change 2012 to 2014	% Change 2000 to 2014
Alameda County	69,388	69,483	26,397	0.14%	-62.01%	-61.87%	15.36	11.53	7.20	-24.93%	-37.57%	-62.50%
City of Alameda	4,082	4,199	1,468	2.87%	-65.04%	-124.05%	13.88	12.10	6.53	-12.83%	-46.04%	-58.87%
Albany	1,110	951	351	-14.32%	-63.09%	-139.59%	14.46	11.13	5.73	-23.03%	-48.51%	-71.54%
Berkeley	8,787	7,939	2,820	-9.65%	-64.48%	-151.55%	16.07	13.11	7.00	-18.42%	-46.60%	-65.02%
Dublin	1,203	1,905	758	58.35%	-60.21%	-75.99%	11.86	11.12	7.03	-6.26%	-36.79%	-43.05%
Eden Township	13,872	5,932	1,874	-57.24%	-68.41%	-127.50%	30.48	11.51	6.60	-62.24%	-42.66%	-104.90%
Emeryville	412	542	194	31.55%	-64.21%	-158.30%	14.72	12.02	7.69	-18.37%	-36.00%	-54.37%
Fremont	7,661	8,712	3,237	13.72%	-62.84%	-81.78%	12.46	12.15	7.98	-2.48%	-34.35%	-36.83%
Hayward	4,653	4,680	1,441	0.58%	-69.21%	-117.75%	13.81	11.09	6.92	-19.65%	-37.61%	-57.27%
Livermore	3,139	4,035	1,242	28.54%	-69.22%	-109.30%	10.56	10.90	5.45	3.21%	-50.01%	-46.80%
Murray Township	132	97	49	-26.52%	-49.48%	-116.67%	11.64	8.47	6.13	-27.22%	-27.64%	-54.86%
Newark	1,591	1,795	648	12.82%	-63.90%	-127.08%	12.90	12.40	8.07	-3.85%	-34.93%	-38.78%
Oakland	19,450	17,756	8,157	-8.71%	-54.06%	-113.85%	14.66	10.86	7.74	-25.88%	-28.75%	-54.63%
Piedmont	825	772	383	-6.42%	-50.39%	-119.58%	12.89	10.96	7.74	-14.92%	-29.41%	-44.32%
Pleasanton	3,322	3,469	1,383	4.43%	-60.13%	-112.52%	11.68	10.37	6.55	-11.25%	-36.81%	-48.06%
Pleasanton Township	125	105	84	-16.00%	-20.00%	-91.71%	12.09	8.93	0.00	-26.14%	-100.00%	-126.14%
San Leandro	4,075	3,763	1,348	-7.66%	-64.18%	-107.83%	14.87	12.37	7.73	-16.80%	-37.51%	-54.30%
Union City	2,635	2,810	944	6.64%	-66.41%	-131.60%	15.41	12.07	7.17	-21.69%	-40.60%	-62.29%
Washington Township	21	21	16	0.00%	-23.81%	-83.57%	12.07	12.35	0.00	2.35%	-100.00%	-97.65%
1st Sup Dist	13,150	12,695	4,681	-3.46%	-63.13%	-66.59%	11.65	11.47	7.06	-1.52%	-38.45%	-39.97%
2nd Sup Dist	11,317	11,404	3,688	0.77%	-67.66%	-133.48%	13.95	11.76	7.21	-15.71%	-38.69%	-54.40%
3rd Sup Dist	12,740	13,220	4,962	3.77%	-62.47%	-125.59%	15.42	11.94	7.42	-22.56%	-37.86%	-60.42%
4th Sup Dist	12,933	14,136	5,799	9.30%	-58.98%	-108.37%	13.07	10.83	7.18	-17.11%	-33.70%	-50.82%
5th Sup Dist	19,024	18,028	7,267	-5.24%	-59.69%	-114.60%	15.08	11.74	7.16	-22.12%	-39.01%	-61.14%

Source: Alameda County Registrar of Voters, Statement of Vote

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Memorandum

8.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 22, 2015

SUBJECT: 2014 Transportation Expenditure Plan Draft Revenue and Commitment Projections

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

Summary

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

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

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

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

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

Fiscal Impact: There is no fiscal impact.

Attachments

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

Staff Contact

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

Draft 2014 TEP Revenue and Commitment Summary

Updated 12/17/14

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

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

Draft 2014 TEP Revenue and Commitment Summary

Updated 12/17/14

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

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

Draft 2014 TEP Revenue and Commitment Summary

Updated 12/17/14

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

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

Draft 2014 TEP Revenue and Commitment Summary

Updated 12/17/14

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

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

2014 TRANSPORTATION EXPENDITURE PLAN

Direct Local Distribution (Pass-Through) Commitments - Summary

December 2014 Update

Total 30-Year Net Revenue Available for Programs/Projects

8,157,000,000

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

2014 TRANSPORTATION EXPENDITURE PLAN

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

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

Notes:

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

2014 TRANSPORTATION EXPENDITURE PLAN

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

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

2014 TRANSPORTATION EXPENDITURE PLAN

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

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

Notes:

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



Memorandum

8.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 22, 2014

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

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

Summary

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

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

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

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

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

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

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

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

Discussion

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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.		
Index	Criteria	Proposed Weight
1.	Project Development Status (<i>not initiated, underway, complete</i>) <ul style="list-style-type: none"> • Status of planning and scoping documents • Status of environmental phase and clearances • Status of preliminary engineering & design phase • Status of right-of-way acquisitions 	50
2.	Detailed Scope, Schedule, and Funding Plan <ul style="list-style-type: none"> • Defined project scope • Defined schedule and budget • Identified funding need to continue project development 	
3.	Implementation Issues <ul style="list-style-type: none"> • Identified implementation issue(s) resolved or mitigated • Local community and governing body support • Coordination with partners 	
Subtotal		50

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.		
Index	Criteria	Proposed Weight
1.	Connectivity/Gap Closures <ul style="list-style-type: none"> • Expands the transportation system, network, or service • Enhances intermodal and multi-jurisdictional connectivity • Complements existing services (not duplicative) 	35
2.	Access Improvements <ul style="list-style-type: none"> • Increases access to activity centers, central business districts, and employment centers 	

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

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

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.		
Index	Criteria	Proposed Weight
1	Matching Funds <ul style="list-style-type: none"> Commits other identified funds as project matching to the funds requested 	5
Subtotal		5

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

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

Feedback from the Planning, Policy and Legislation Committee (PPLC), and the Programs and Projects Committee (PPC)

On January 12th, this item was presented to the PPLC and PPC, and the following comments were made:

1. The project selection criteria should support project development to prepare projects/programs for future funding.
2. Needs and Benefit criteria is important to determining the needs of the county.
3. The committee supports a greater emphasis on the Needs and Benefits criteria section by moving 5 points from the Readiness Deliverability Criteria to the Needs and Benefits section. Thus Readiness Deliverability Criteria will be reduced from 50 to 45 points, and the Needs and Benefits Criteria will be increased from 35 to 40 points.

Feedback from the Alameda County Technical Advisory Committee (ACTAC) and the Bicycle and Pedestrian Advisory Committee (BPAC)

On January 8th, this item was presented to the ACTAC and BPAC, and the following comments were made:

1. Selection criteria is comprehensive and very familiar to past programming practices.
2. There should be a balanced emphasis between supporting project development and construction.
3. Consider moving five points from Readiness Deliverability Criteria to Needs/Benefits Criteria.
4. Continue to examine geographic equity and define its components.
5. Consider criteria that promote health benefits.

Next Steps

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

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

Fiscal Impact: There is no fiscal impact.

Attachments

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

Staff Contact

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

Comprehensive Investment Plan

Summary Annual Programming Revenue

Table 1 Summary:

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

FUNDING SOURCES	Fiscal Year					TOTAL
	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	
FEDERAL						
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
Subtotal Federal	\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$ 75,375,000
STATE						
State Transportation Improvement Program (STIP)	\$ 14,750,000	\$ 14,750,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 74,500,000
Subtotal State	\$ 14,750,000	\$ 14,750,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 74,500,000
LOCAL/REGIONAL						
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
NET 2000 MB REVENUE	\$ 124,390,000	\$ 125,890,000	\$ 127,390,000	\$ 128,920,000	\$ 130,470,000	\$ 637,050,000
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
NET 2014 TEP REVENUE	\$ 126,940,000	\$ 128,460,000	\$ 130,010,000	\$ 131,570,000	\$ 133,150,000	\$ 650,120,000
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
NET VRF REVENUE	\$ 11,400,000	\$ 11,400,000	\$ 11,400,000	\$ 11,400,000	\$ 11,400,000	\$ 57,000,000
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
Subtotal Local/Regional	\$ 269,381,550	\$ 272,420,208	\$ 275,495,331	\$ 278,607,355	\$ 281,756,723	\$ 1,377,661,168
TOTAL	\$ 297,315,000	\$ 300,335,000	\$ 303,635,000	\$ 306,725,000	\$ 309,855,000	\$ 1,517,845,000

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

Last Updated: January 15, 2015

	Prior Balance	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	5-YR TOTAL
ALAMEDA COUNTY							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 1,904,000	\$ 2,712,000	\$ 2,745,000	\$ 2,777,000	\$ 2,811,000	\$ 2,845,000	\$ 13,890,000
Bike/Pedestrian	\$ 352,000	\$ 429,000	\$ 434,000	\$ 439,000	\$ 444,000	\$ 450,000	\$ 2,196,000
Subtotal	\$ 2,256,000	\$ 3,141,000	\$ 3,179,000	\$ 3,216,000	\$ 3,255,000	\$ 3,295,000	\$ 16,086,000
<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
Subtotal	\$ -	\$ 2,562,000	\$ 2,593,000	\$ 2,624,000	\$ 2,656,000	\$ 2,687,000	\$ 13,122,000
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ 202,000	\$ 676,000	\$ 676,000	\$ 676,000	\$ 676,000	\$ 676,000	\$ 3,380,000
Subtotal	\$ 202,000	\$ 676,000	\$ 676,000	\$ 676,000	\$ 676,000	\$ 676,000	\$ 3,380,000
Total All Programs	\$ 2,458,000	\$ 6,379,000	\$ 6,448,000	\$ 6,516,000	\$ 6,587,000	\$ 6,658,000	\$ 32,588,000
ALAMEDA							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 2,543,000	\$ 1,687,000	\$ 1,708,000	\$ 1,728,000	\$ 1,749,000	\$ 1,770,000	\$ 8,642,000
Bike/Pedestrian	\$ 62,000	\$ 224,000	\$ 227,000	\$ 229,000	\$ 232,000	\$ 235,000	\$ 1,147,000
Paratransit	\$ 151,000	\$ 170,000	\$ 172,000	\$ 174,000	\$ 176,000	\$ 178,000	\$ 870,000
Subtotal	\$ 2,756,000	\$ 2,081,000	\$ 2,107,000	\$ 2,131,000	\$ 2,157,000	\$ 2,183,000	\$ 10,659,000
<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	\$ -	\$ 177,000	\$ 179,000	\$ 181,000	\$ 183,000	\$ 185,000	\$ 905,000
Subtotal	\$ -	\$ 1,966,000	\$ 1,989,000	\$ 2,013,000	\$ 2,037,000	\$ 2,061,000	\$ 10,066,000
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ 776,000	\$ 308,000	\$ 308,000	\$ 308,000	\$ 308,000	\$ 308,000	\$ 1,540,000
Subtotal	\$ 776,000	\$ 308,000	\$ 308,000	\$ 308,000	\$ 308,000	\$ 308,000	\$ 1,540,000
Total All Programs	\$ 3,532,000	\$ 4,355,000	\$ 4,404,000	\$ 4,452,000	\$ 4,502,000	\$ 4,552,000	\$ 22,265,000
ALBANY							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 52,000	\$ 384,000	\$ 389,000	\$ 394,000	\$ 398,000	\$ 403,000	\$ 1,968,000
Bike/Pedestrian	\$ 66,000	\$ 55,000	\$ 56,000	\$ 56,000	\$ 57,000	\$ 58,000	\$ 282,000
Paratransit	\$ 11,000	\$ 31,000	\$ 31,000	\$ 32,000	\$ 32,000	\$ 33,000	\$ 159,000
Subtotal	\$ 129,000	\$ 470,000	\$ 476,000	\$ 482,000	\$ 487,000	\$ 494,000	\$ 2,409,000
<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	\$ -	\$ 32,000	\$ 33,000	\$ 33,000	\$ 33,000	\$ 34,000	\$ 165,000
Subtotal	\$ -	\$ 442,000	\$ 449,000	\$ 453,000	\$ 459,000	\$ 465,000	\$ 2,268,000
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ 20,000	\$ 76,000	\$ 76,000	\$ 76,000	\$ 76,000	\$ 76,000	\$ 380,000
Subtotal	\$ 20,000	\$ 76,000	\$ 76,000	\$ 76,000	\$ 76,000	\$ 76,000	\$ 380,000
Total All Programs	\$ 149,000	\$ 988,000	\$ 1,001,000	\$ 1,011,000	\$ 1,022,000	\$ 1,035,000	\$ 5,057,000

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

Last Updated: January 15, 2015

	Prior Balance	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	5-YR TOTAL
BERKELEY							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 1,882,000	\$ 2,769,000	\$ 2,802,000	\$ 2,836,000	\$ 2,870,000	\$ 2,905,000	\$ 14,182,000
Bike/Pedestrian	\$ 524,000	\$ 345,000	\$ 349,000	\$ 353,000	\$ 358,000	\$ 362,000	\$ 1,767,000
Paratransit	\$ 157,000	\$ 260,000	\$ 264,000	\$ 267,000	\$ 270,000	\$ 273,000	\$ 1,334,000
Subtotal	\$ 2,563,000	\$ 3,374,000	\$ 3,415,000	\$ 3,456,000	\$ 3,498,000	\$ 3,540,000	\$ 17,283,000
<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	\$ -	\$ 271,000	\$ 274,000	\$ 278,000	\$ 281,000	\$ 284,000	\$ 1,388,000
Subtotal	\$ -	\$ 3,189,000	\$ 3,226,000	\$ 3,265,000	\$ 3,304,000	\$ 3,343,000	\$ 16,327,000
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ 1,116,000	\$ 475,000	\$ 475,000	\$ 475,000	\$ 475,000	\$ 475,000	\$ 2,375,000
Subtotal	\$ 1,116,000	\$ 475,000	\$ 475,000	\$ 475,000	\$ 475,000	\$ 475,000	\$ 2,375,000
Total All Programs	\$ 3,679,000	\$ 7,038,000	\$ 7,116,000	\$ 7,196,000	\$ 7,277,000	\$ 7,358,000	\$ 35,985,000
DUBLIN							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 816,000	\$ 396,000	\$ 400,000	\$ 405,000	\$ 410,000	\$ 415,000	\$ 2,026,000
Bike/Pedestrian	\$ 53,000	\$ 149,000	\$ 151,000	\$ 152,000	\$ 154,000	\$ 156,000	\$ 762,000
Subtotal	\$ 869,000	\$ 545,000	\$ 551,000	\$ 557,000	\$ 564,000	\$ 571,000	\$ 2,788,000
<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
Subtotal	\$ -	\$ 482,000	\$ 487,000	\$ 494,000	\$ 499,000	\$ 505,000	\$ 2,467,000
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ 86,000	\$ 235,000	\$ 235,000	\$ 235,000	\$ 235,000	\$ 235,000	\$ 1,175,000
Subtotal	\$ 86,000	\$ 235,000	\$ 235,000	\$ 235,000	\$ 235,000	\$ 235,000	\$ 1,175,000
Total All Programs	\$ 955,000	\$ 1,262,000	\$ 1,273,000	\$ 1,286,000	\$ 1,298,000	\$ 1,311,000	\$ 6,430,000
EMERYVILLE							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 256,000	\$ 271,000	\$ 274,000	\$ 277,000	\$ 280,000	\$ 284,000	\$ 1,386,000
Bike/Pedestrian	\$ 143,000	\$ 31,000	\$ 31,000	\$ 31,000	\$ 32,000	\$ 32,000	\$ 157,000
Paratransit	\$ 18,000	\$ 28,000	\$ 29,000	\$ 29,000	\$ 29,000	\$ 30,000	\$ 145,000
Subtotal	\$ 417,000	\$ 330,000	\$ 334,000	\$ 337,000	\$ 341,000	\$ 346,000	\$ 1,688,000
<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	\$ -	\$ 29,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 31,000	\$ 150,000
Subtotal	\$ -	\$ 311,000	\$ 316,000	\$ 319,000	\$ 323,000	\$ 327,000	\$ 1,596,000
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ 42,000	\$ 42,000	\$ 42,000	\$ 42,000	\$ 42,000	\$ 42,000	\$ 210,000
Subtotal	\$ 42,000	\$ 42,000	\$ 42,000	\$ 42,000	\$ 42,000	\$ 42,000	\$ 210,000
Total All Programs	\$ 459,000	\$ 683,000	\$ 692,000	\$ 698,000	\$ 706,000	\$ 715,000	\$ 3,494,000

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

Last Updated: January 15, 2015

	Prior Balance	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	5-YR TOTAL
FREMONT							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 1,147,000	\$ 2,196,000	\$ 2,223,000	\$ 2,249,000	\$ 2,276,000	\$ 2,304,000	\$ 11,248,000
Bike/Pedestrian	\$ 1,789,000	\$ 656,000	\$ 664,000	\$ 672,000	\$ 680,000	\$ 688,000	\$ 3,360,000
Paratransit	\$ 349,000	\$ 826,000	\$ 836,000	\$ 846,000	\$ 856,000	\$ 866,000	\$ 4,230,000
Subtotal	\$ 3,285,000	\$ 3,678,000	\$ 3,723,000	\$ 3,767,000	\$ 3,812,000	\$ 3,858,000	\$ 18,838,000
<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	\$ -	\$ 510,000	\$ 516,000	\$ 523,000	\$ 529,000	\$ 535,000	\$ 2,613,000
Subtotal	\$ -	\$ 3,043,000	\$ 3,079,000	\$ 3,117,000	\$ 3,155,000	\$ 3,192,000	\$ 15,586,000
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ 695,000	\$ 993,000	\$ 993,000	\$ 993,000	\$ 993,000	\$ 993,000	\$ 4,965,000
Subtotal	\$ 695,000	\$ 993,000	\$ 993,000	\$ 993,000	\$ 993,000	\$ 993,000	\$ 4,965,000
Total All Programs	\$ 3,980,000	\$ 7,714,000	\$ 7,795,000	\$ 7,877,000	\$ 7,960,000	\$ 8,043,000	\$ 39,389,000
HAYWARD							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 691,000	\$ 2,214,000	\$ 2,241,000	\$ 2,268,000	\$ 2,295,000	\$ 2,322,000	\$ 11,340,000
Bike/Pedestrian	\$ 416,000	\$ 443,000	\$ 449,000	\$ 454,000	\$ 460,000	\$ 465,000	\$ 2,271,000
Paratransit	\$ 986,000	\$ 812,000	\$ 821,000	\$ 831,000	\$ 841,000	\$ 851,000	\$ 4,156,000
Subtotal	\$ 2,093,000	\$ 3,469,000	\$ 3,511,000	\$ 3,553,000	\$ 3,596,000	\$ 3,638,000	\$ 17,767,000
<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	\$ -	\$ 731,000	\$ 740,000	\$ 749,000	\$ 758,000	\$ 767,000	\$ 3,745,000
Subtotal	\$ -	\$ 3,106,000	\$ 3,143,000	\$ 3,181,000	\$ 3,219,000	\$ 3,258,000	\$ 15,907,000
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ 466,000	\$ 699,000	\$ 699,000	\$ 699,000	\$ 699,000	\$ 699,000	\$ 3,495,000
Subtotal	\$ 466,000	\$ 699,000	\$ 699,000	\$ 699,000	\$ 699,000	\$ 699,000	\$ 3,495,000
Total All Programs	\$ 2,559,000	\$ 7,274,000	\$ 7,353,000	\$ 7,433,000	\$ 7,514,000	\$ 7,595,000	\$ 37,169,000
LIVERMORE							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 1,114,000	\$ 943,000	\$ 954,000	\$ 966,000	\$ 977,000	\$ 989,000	\$ 4,829,000
Bike/Pedestrian	\$ 817,000	\$ 248,000	\$ 251,000	\$ 254,000	\$ 257,000	\$ 261,000	\$ 1,271,000
Subtotal	\$ 1,931,000	\$ 1,191,000	\$ 1,205,000	\$ 1,220,000	\$ 1,234,000	\$ 1,250,000	\$ 6,100,000
<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
Subtotal	\$ -	\$ 1,060,000	\$ 1,073,000	\$ 1,086,000	\$ 1,099,000	\$ 1,112,000	\$ 5,430,000
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ 558,000	\$ 392,000	\$ 392,000	\$ 392,000	\$ 392,000	\$ 392,000	\$ 1,960,000
Subtotal	\$ 558,000	\$ 392,000	\$ 392,000	\$ 392,000	\$ 392,000	\$ 392,000	\$ 1,960,000
Total All Programs	\$ 2,489,000	\$ 2,643,000	\$ 2,670,000	\$ 2,698,000	\$ 2,725,000	\$ 2,754,000	\$ 13,490,000

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

Last Updated: January 15, 2015

	Prior Balance	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	5-YR TOTAL
NEWARK							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 400,000	\$ 460,000	\$ 465,000	\$ 471,000	\$ 477,000	\$ 482,000	\$ 2,355,000
Bike/Pedestrian	\$ 12,000	\$ 129,000	\$ 131,000	\$ 132,000	\$ 134,000	\$ 136,000	\$ 662,000
Paratransit	\$ 63,000	\$ 178,000	\$ 180,000	\$ 182,000	\$ 184,000	\$ 186,000	\$ 910,000
Subtotal	\$ 475,000	\$ 767,000	\$ 776,000	\$ 785,000	\$ 795,000	\$ 804,000	\$ 3,927,000
<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	\$ -	\$ 110,000	\$ 111,000	\$ 112,000	\$ 114,000	\$ 115,000	\$ 562,000
Subtotal	\$ -	\$ 634,000	\$ 641,000	\$ 648,000	\$ 656,000	\$ 665,000	\$ 3,244,000
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ 423,000	\$ 196,000	\$ 196,000	\$ 196,000	\$ 196,000	\$ 196,000	\$ 980,000
Subtotal	\$ 423,000	\$ 196,000	\$ 196,000	\$ 196,000	\$ 196,000	\$ 196,000	\$ 980,000
Total All Programs	\$ 898,000	\$ 1,597,000	\$ 1,613,000	\$ 1,629,000	\$ 1,647,000	\$ 1,665,000	\$ 8,151,000
OAKLAND							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 9,263,000	\$ 10,310,000	\$ 10,433,000	\$ 10,559,000	\$ 10,685,000	\$ 10,813,000	\$ 52,800,000
Bike/Pedestrian	\$ 2,186,000	\$ 1,191,000	\$ 1,205,000	\$ 1,219,000	\$ 1,234,000	\$ 1,249,000	\$ 6,098,000
Paratransit	\$ 22,000	\$ 1,037,000	\$ 1,049,000	\$ 1,062,000	\$ 1,075,000	\$ 1,088,000	\$ 5,311,000
Subtotal	\$ 11,471,000	\$ 12,538,000	\$ 12,687,000	\$ 12,840,000	\$ 12,994,000	\$ 13,150,000	\$ 64,209,000
<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	\$ -	\$ 1,079,000	\$ 1,092,000	\$ 1,105,000	\$ 1,118,000	\$ 1,132,000	\$ 5,526,000
Subtotal	\$ -	\$ 11,862,000	\$ 12,005,000	\$ 12,149,000	\$ 12,294,000	\$ 12,442,000	\$ 60,752,000
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ 3,159,000	\$ 1,638,000	\$ 1,638,000	\$ 1,638,000	\$ 1,638,000	\$ 1,638,000	\$ 8,190,000
Subtotal	\$ 3,159,000	\$ 1,638,000	\$ 1,638,000	\$ 1,638,000	\$ 1,638,000	\$ 1,638,000	\$ 8,190,000
Total All Programs	\$ 14,630,000	\$ 26,038,000	\$ 26,330,000	\$ 26,627,000	\$ 26,926,000	\$ 27,230,000	\$ 133,151,000
PIEDMONT							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 224,000	\$ 393,000	\$ 398,000	\$ 403,000	\$ 408,000	\$ 412,000	\$ 2,014,000
Bike/Pedestrian	\$ 170,000	\$ 32,000	\$ 33,000	\$ 33,000	\$ 34,000	\$ 34,000	\$ 166,000
Subtotal	\$ 394,000	\$ 425,000	\$ 431,000	\$ 436,000	\$ 442,000	\$ 446,000	\$ 2,180,000
<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
Subtotal	\$ -	\$ 401,000	\$ 405,000	\$ 410,000	\$ 415,000	\$ 420,000	\$ 2,051,000
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ 142,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 225,000
Subtotal	\$ 142,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 225,000
Total All Programs	\$ 536,000	\$ 871,000	\$ 881,000	\$ 891,000	\$ 902,000	\$ 911,000	\$ 4,456,000

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

Last Updated: January 15, 2015

	Prior Balance	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	5-YR TOTAL
PLEASANTON							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 357,000	\$ 786,000	\$ 795,000	\$ 805,000	\$ 814,000	\$ 824,000	\$ 4,024,000
Bike/Pedestrian	\$ 1,329,000	\$ 214,000	\$ 217,000	\$ 219,000	\$ 222,000	\$ 225,000	\$ 1,097,000
Paratransit	\$ -	\$ 98,000	\$ 99,000	\$ 100,000	\$ 101,000	\$ 103,000	\$ 501,000
Subtotal	\$ 1,686,000	\$ 1,098,000	\$ 1,111,000	\$ 1,124,000	\$ 1,137,000	\$ 1,152,000	\$ 5,622,000
<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	\$ -	\$ 166,000	\$ 167,000	\$ 170,000	\$ 172,000	\$ 174,000	\$ 849,000
Subtotal	\$ -	\$ 1,056,000	\$ 1,067,000	\$ 1,081,000	\$ 1,094,000	\$ 1,107,000	\$ 5,405,000
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ 175,000	\$ 338,000	\$ 338,000	\$ 338,000	\$ 338,000	\$ 338,000	\$ 1,690,000
Subtotal	\$ 175,000	\$ 338,000	\$ 338,000	\$ 338,000	\$ 338,000	\$ 338,000	\$ 1,690,000
Total All Programs	\$ 1,861,000	\$ 2,492,000	\$ 2,516,000	\$ 2,543,000	\$ 2,569,000	\$ 2,597,000	\$ 12,717,000
SAN LEANDRO							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 2,685,000	\$ 1,286,000	\$ 1,302,000	\$ 1,317,000	\$ 1,333,000	\$ 1,349,000	\$ 6,587,000
Bike/Pedestrian	\$ 845,000	\$ 258,000	\$ 261,000	\$ 265,000	\$ 268,000	\$ 271,000	\$ 1,323,000
Paratransit	\$ 102,000	\$ 272,000	\$ 275,000	\$ 278,000	\$ 282,000	\$ 285,000	\$ 1,392,000
Subtotal	\$ 3,632,000	\$ 1,816,000	\$ 1,838,000	\$ 1,860,000	\$ 1,883,000	\$ 1,905,000	\$ 9,302,000
<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	\$ -	\$ 245,000	\$ 248,000	\$ 251,000	\$ 254,000	\$ 257,000	\$ 1,255,000
Subtotal	\$ -	\$ 1,625,000	\$ 1,645,000	\$ 1,664,000	\$ 1,684,000	\$ 1,705,000	\$ 8,323,000
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ 499,000	\$ 407,000	\$ 407,000	\$ 407,000	\$ 407,000	\$ 407,000	\$ 2,035,000
Subtotal	\$ 499,000	\$ 407,000	\$ 407,000	\$ 407,000	\$ 407,000	\$ 407,000	\$ 2,035,000
Total All Programs	\$ 4,131,000	\$ 3,848,000	\$ 3,890,000	\$ 3,931,000	\$ 3,974,000	\$ 4,017,000	\$ 19,660,000
UNION CITY							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 636,000	\$ 699,000	\$ 707,000	\$ 716,000	\$ 724,000	\$ 733,000	\$ 3,579,000
Bike/Pedestrian	\$ 506,000	\$ 213,000	\$ 215,000	\$ 218,000	\$ 220,000	\$ 223,000	\$ 1,089,000
Paratransit	\$ -	\$ 301,000	\$ 305,000	\$ 309,000	\$ 312,000	\$ 316,000	\$ 1,543,000
Transit	\$ -	\$ 419,000	\$ 424,000	\$ 429,000	\$ 434,000	\$ 439,000	\$ 2,145,000
Subtotal	\$ 1,142,000	\$ 1,632,000	\$ 1,651,000	\$ 1,672,000	\$ 1,690,000	\$ 1,711,000	\$ 8,356,000
<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	\$ -	\$ 186,000	\$ 188,000	\$ 191,000	\$ 193,000	\$ 195,000	\$ 953,000
Transit	\$ -	\$ 317,000	\$ 321,000	\$ 325,000	\$ 329,000	\$ 333,000	\$ 1,625,000
Subtotal	\$ -	\$ 1,312,000	\$ 1,329,000	\$ 1,345,000	\$ 1,361,000	\$ 1,377,000	\$ 6,724,000
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ 850,000	\$ 322,000	\$ 322,000	\$ 322,000	\$ 322,000	\$ 322,000	\$ 1,610,000
Subtotal	\$ 850,000	\$ 322,000	\$ 322,000	\$ 322,000	\$ 322,000	\$ 322,000	\$ 1,610,000
Total All Programs	\$ 1,992,000	\$ 3,266,000	\$ 3,302,000	\$ 3,339,000	\$ 3,373,000	\$ 3,410,000	\$ 16,690,000

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

Last Updated: January 15, 2015

	Prior Balance	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	5-YR TOTAL
AC TRANSIT							
<u>2000 Measure B Programs</u>							
Paratransit	\$ 792,000	\$ 5,097,000	\$ 5,158,000	\$ 5,220,000	\$ 5,283,000	\$ 5,346,000	\$ 26,104,000
Transit	\$ 2,272,000	\$ 21,288,000	\$ 21,543,000	\$ 21,802,000	\$ 22,064,000	\$ 22,328,000	\$ 109,025,000
Subtotal	\$ 3,064,000	\$ 26,385,000	\$ 26,701,000	\$ 27,022,000	\$ 27,347,000	\$ 27,674,000	\$ 135,129,000
<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
Subtotal	\$ -	\$ 29,577,000	\$ 29,932,000	\$ 30,291,000	\$ 30,654,000	\$ 31,023,000	\$ 151,477,000
Total All Programs	\$ 3,064,000	\$ 55,962,000	\$ 56,633,000	\$ 57,313,000	\$ 58,001,000	\$ 58,697,000	\$ 286,606,000
ACE							
<u>2000 Measure B Programs</u>							
Transit	\$ 2,168,000	\$ 2,610,000	\$ 2,642,000	\$ 2,673,000	\$ 2,705,000	\$ 2,738,000	\$ 13,368,000
Subtotal	\$ 2,168,000	\$ 2,610,000	\$ 2,642,000	\$ 2,673,000	\$ 2,705,000	\$ 2,738,000	\$ 13,368,000
<u>2014 TEP Programs</u>							
Transit	\$ -	\$ 1,269,000	\$ 1,285,000	\$ 1,300,000	\$ 1,316,000	\$ 1,331,000	\$ 6,501,000
Subtotal	\$ -	\$ 1,269,000	\$ 1,285,000	\$ 1,300,000	\$ 1,316,000	\$ 1,331,000	\$ 6,501,000
Total All Programs	\$ 2,168,000	\$ 3,879,000	\$ 3,927,000	\$ 3,973,000	\$ 4,021,000	\$ 4,069,000	\$ 19,869,000
BART							
<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
Subtotal	\$ -	\$ 1,835,000	\$ 1,857,000	\$ 1,879,000	\$ 1,901,000	\$ 1,924,000	\$ 9,396,000
<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
Subtotal	\$ -	\$ 2,539,000	\$ 2,569,000	\$ 2,600,000	\$ 2,631,000	\$ 2,663,000	\$ 13,002,000
Total All Programs	\$ -	\$ 4,374,000	\$ 4,426,000	\$ 4,479,000	\$ 4,532,000	\$ 4,587,000	\$ 22,398,000
LAVTA							
<u>2000 Measure B Programs</u>							
Paratransit	\$ -	\$ 161,000	\$ 163,000	\$ 165,000	\$ 167,000	\$ 169,000	\$ 825,000
Transit	\$ -	\$ 850,000	\$ 860,000	\$ 870,000	\$ 881,000	\$ 891,000	\$ 4,352,000
Subtotal	\$ -	\$ 1,011,000	\$ 1,023,000	\$ 1,035,000	\$ 1,048,000	\$ 1,060,000	\$ 5,177,000
<u>2014 TEP Programs</u>							
Paratransit	\$ -	\$ 272,000	\$ 275,000	\$ 279,000	\$ 282,000	\$ 286,000	\$ 1,394,000
Transit	\$ -	\$ 635,000	\$ 642,000	\$ 650,000	\$ 658,000	\$ 666,000	\$ 3,251,000
Subtotal	\$ -	\$ 907,000	\$ 917,000	\$ 929,000	\$ 940,000	\$ 952,000	\$ 4,645,000
Total All Programs	\$ -	\$ 1,918,000	\$ 1,940,000	\$ 1,964,000	\$ 1,988,000	\$ 2,012,000	\$ 9,822,000
WETA							
<u>2000 Measure B Programs</u>							
Transit	\$ 3,446,000	\$ 960,000	\$ 972,000	\$ 984,000	\$ 995,000	\$ 1,007,000	\$ 4,918,000
Subtotal	\$ 3,446,000	\$ 960,000	\$ 972,000	\$ 984,000	\$ 995,000	\$ 1,007,000	\$ 4,918,000
<u>2014 TEP Programs</u>							
Transit	\$ -	\$ 635,000	\$ 642,000	\$ 650,000	\$ 658,000	\$ 666,000	\$ 3,251,000
Subtotal	\$ -	\$ 635,000	\$ 642,000	\$ 650,000	\$ 658,000	\$ 666,000	\$ 3,251,000
Total All Programs	\$ 3,446,000	\$ 1,595,000	\$ 1,614,000	\$ 1,634,000	\$ 1,653,000	\$ 1,673,000	\$ 8,169,000

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

Last Updated: January 15, 2015

	Prior Balance	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	5-YR TOTAL
TOTAL FUNDING BY SOURCE							
2000 Measure B	\$ 43,777,000	\$ 69,356,000	\$ 70,190,000	\$ 71,029,000	\$ 71,881,000	\$ 72,746,000	\$ 355,202,000
2014 TEP	\$ -	\$ 67,978,000	\$ 68,792,000	\$ 69,619,000	\$ 70,454,000	\$ 71,301,000	\$ 348,144,000
Vehicle Registration Fee	\$ 9,209,000	\$ 6,842,000	\$ 6,842,000	\$ 6,842,000	\$ 6,842,000	\$ 6,842,000	\$ 34,210,000
Total All Sources	\$ 52,986,000	\$ 144,176,000	\$ 145,824,000	\$ 147,490,000	\$ 149,177,000	\$ 150,889,000	\$ 737,556,000
TOTAL FUNDING BY PROGRAM							
2000 Measure B Programs							
Local Streets and Roads	\$ 23,970,000	\$ 27,506,000	\$ 27,836,000	\$ 28,171,000	\$ 28,507,000	\$ 28,850,000	\$ 140,870,000
Bike/Pedestrian	\$ 9,270,000	\$ 4,617,000	\$ 4,674,000	\$ 4,726,000	\$ 4,786,000	\$ 4,845,000	\$ 23,648,000
Paratransit	\$ 2,651,000	\$ 11,106,000	\$ 11,239,000	\$ 11,374,000	\$ 11,509,000	\$ 11,648,000	\$ 56,876,000
Transit	\$ 7,886,000	\$ 26,127,000	\$ 26,441,000	\$ 26,758,000	\$ 27,079,000	\$ 27,403,000	\$ 133,808,000
Subtotal	\$ 43,777,000	\$ 69,356,000	\$ 70,190,000	\$ 71,029,000	\$ 71,881,000	\$ 72,746,000	\$ 355,202,000
2014 TEP Programs							
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	\$ -	\$ 11,424,000	\$ 11,561,000	\$ 11,702,000	\$ 11,840,000	\$ 11,984,000	\$ 58,511,000
Transit	\$ -	\$ 27,356,000	\$ 27,683,000	\$ 28,016,000	\$ 28,353,000	\$ 28,693,000	\$ 140,101,000
Subtotal	\$ -	\$ 67,978,000	\$ 68,792,000	\$ 69,619,000	\$ 70,454,000	\$ 71,301,000	\$ 348,144,000
Vehicle Registration Fee Program							
Local Streets and Roads	\$ 9,209,000	\$ 6,842,000	\$ 6,842,000	\$ 6,842,000	\$ 6,842,000	\$ 6,842,000	\$ 34,210,000
Subtotal	\$ 9,209,000	\$ 6,842,000	\$ 6,842,000	\$ 6,842,000	\$ 6,842,000	\$ 6,842,000	\$ 34,210,000
Total All Programs	\$ 52,986,000	\$ 144,176,000	\$ 145,824,000	\$ 147,490,000	\$ 149,177,000	\$ 150,889,000	\$ 737,556,000

Notes/Assumptions

- 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.
- The FY 15/16 projections for VRF are based on FY14/15 projected revenues not escalated.
- 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.
- 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.
- Prior balances are based on jurisdictions' Audited Financial Statements for the year ended June 30, 2014.
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.alamedactc.org/app_pages/view/4135
- Figures may vary due to rounding.

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Comprehensive Investment Plan
Development Process Overview

PHASE 1

INVENTORY IDENTIFICATION / ELIGIBILITY SCREENING

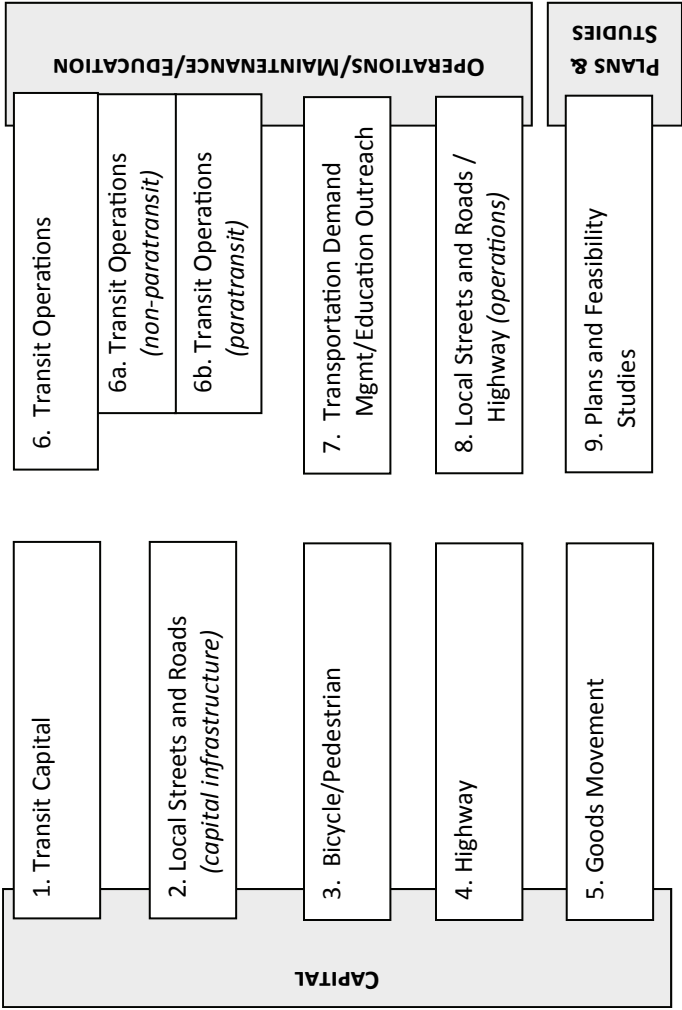
30-YEAR COUNTYWIDE NEEDS IDENTIFICATION

Projects and Programs Needs Identification

Countywide Transportation Plan
2000 Transportation Expenditure Plan
2014 Transportation Expenditure Plan
Modal Plans and Studies (as available)
Local agency input

ELIGIBILITY SCREENING

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



PHASE 2

EVALUATION & PRIORITIZATION

PROJECT/PROGRAM EVALUATION

Apply Evaluation Criteria

Needs Benefits
Project Readiness
Operational Sustainability
Matching/Leveraging Funds
Other Funding Criteria

Top Tier Priority
Projects and Programs
Inventory
(by Category)

PHASE 3

COUNTYWIDE PRIORITIZATION ASSESSMENT

COMPREHENSIVE ASSESSMENT

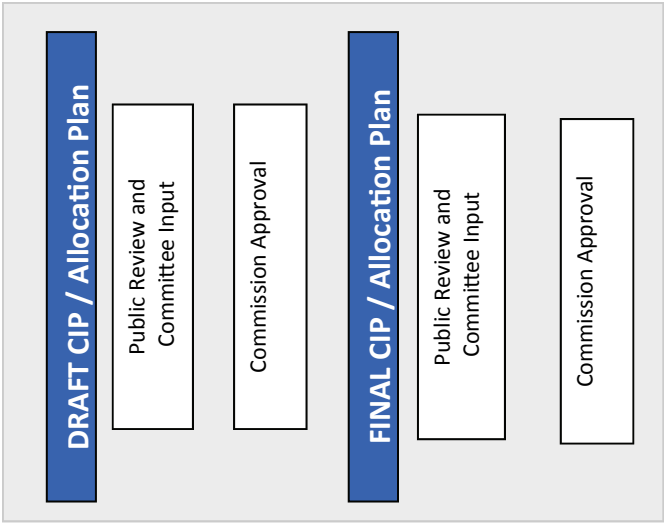
Develop a “pipeline” of projects/ programs to implement by phase

Examine modal and geographic equity

Consider synergy (co-benefit) between projects/programs

Maximize investments within available funding streams

ALLOCATION RECOMMENDATIONS



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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"> Capital rehabilitation Capacity expansion Capital replacement Safety Stations Communications Environmental/Greening Capital Project 	<ul style="list-style-type: none"> AC Transit – EB Rapid Transit Bike/Ped Elements Berkeley – Bart Plaza & Transit Area Improvements Fremont – City Center Multimodal Improvements Oakland – 7th W. Oakland Transit Village Phase II Union City - Station Improvements & RR Xing Solar Panels, greening vehicles, waste disposal, etc. East Bay BRT Irvington BART Station Vehicle Replacement
2.	Local Streets and Roads	<ul style="list-style-type: none"> Major Arterial Performance Initiative Program Roadway Safety/Traffic Calming Grade separations Traffic Signals ITS/CCTV Installations and Upgrade Complete Streets Signage Coordination with freeways (improving connections to ramps) Roadway/Pavement Rehabilitation Slurry and Chip Seals 	<ul style="list-style-type: none"> Alameda County- Patterson Pass Road Safety Improvements Alameda County – Pavement Rehabilitation Alameda County – Vasco Road Safety Improvements Alameda – Local Streets and Roads (O&M) Berkeley – Ashby/State Route 13 Disaster Resilience Berkeley – Hearst Ave. Complete Streets Dublin – Iron Horse bicycle and pedestrian transit route Oakland – Non-Capacity Increasing Road Rehabilitation Oakland – Lakeside Green Street Project Oakland – Peralta Green Street Project Oakland – MLK Way Improvements San Leandro – Traffic Signal Systems Upgrade
3.	Bicycle/Pedestrian	<ul style="list-style-type: none"> Infrastructure support facilities Maintenance 	<ul style="list-style-type: none"> Albany – Buchanan/Marin Bikeway Alameda – Cross Alameda Trail Berkeley – Shattuck Reconfiguration & Ped Safety EBRPD – Gilman to Buchanan Bay Trail Emeryville – Christie Ave Bay Trail Gap Closure Hayward – Main St. Complete Streets Pleasanton - Microwave Ped & Bike Detection Oakland – Bike Lane Lake Merritt BART Bikeways San Leandro – W. Juana Improvements

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

PROGRAMS

Example Projects			
No.	Category	Example Project Types	Example Projects
7.	Transportation Demand Management/ Education Outreach	<ul style="list-style-type: none">Fare incentives – student bus passesGuarantee Ride Home ProgramTechnical AssistanceGuaranteed Ride HomeSafe Routes to School (SR2S)Safe Routes to Transit (SR2T)Variable parking pricingParking management	<ul style="list-style-type: none">San Leandro – Downtown Parking ManagementBerkeley – Downtown Berkeley Transit Center ParkingEmeryville – Parking ManagementOakland – Parking ManagementPleasanton – Park and RideMultiple – Transit Card Programs or Eco-passCrossing Guard ProgramSafe Routes to School ImplementationNeighborhood Traffic Safety ProgramOutreach to schools/students
		<ul style="list-style-type: none">Traffic Signal OperationsITS Maintenance and OperationsMaintenance and OperationsBridge OperationsHighway Operations	<ul style="list-style-type: none">Alameda County – Estuary Bridge OperationsOakland – Traffic Signal OperationsOakland - ITS System and Signal OperationsAlameda CTC - Express Lane (I-680 O&M)
9.	Plans and Studies	<ul style="list-style-type: none">Planning studies and implementationFeasibility studiesBicycle and Pedestrian Master PlansModal Plans/StudiesSupports Transit Oriented Development (TOD) and Priority Development Areas (PDA) through multimodal improvements and CEQA mitigation	<ul style="list-style-type: none">Berkeley – San Pablo Avenue Public ImprovementsBerkeley – TOD Access InfrastructureEBRPD – Niles Canyon Regional Trail Feasibility StudyDublin – Iron Hour Trail/BART Feasibility StudyDublin – Amador Plaza Road Complete StreetsHayward – Bike/Ped Master Plan UpdateLivermore - Segment 1 of Iron Horse TrailLivermore – Regional Air Quality and Climate Protection StrategiesOakland – Coliseum BART CorridorOakland – Lake Merritt Chanel Bike/Ped BridgePleasanton – Bike/Ped Bridges Feasibility StudyPiedmont – Bike/Ped Master PlanPleasanton – I-580 Foothill Road InterchangeUnion City – Decoto Road and RR Xing
		PLANS AND STUDIES	

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Memorandum

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1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 29, 2015

SUBJECT: Consideration of Adoption of Resolution of Necessity Authorizing Filing of Eminent Domain Action to Acquire A Temporary Construction Easement for the I-880 North Safety and Operational Improvements at 23rd and 29th Avenue Project (710.0).

RECOMMENDATION:

- 1) Conduct hearing on Resolution of Necessity and consider all the evidence presented for the acquisition of the following real property interest necessary for I-880 North Safety and Operational Improvements at 23rd and 29th Avenues Project (Project):
 - a. Caltrans Parcel 62329-2 (66 sf TCE), which is a portion of the property located at 2800 E. 8th Street & 815 Portwood Avenue, Oakland.
- 2) Adopt, by at least a four-fifths vote of the membership of the Commission (e.g., at least 18 members), a Resolution of Necessity making the findings that the public interest and necessity require the Project, that the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury, that the property sought to be acquired is necessary for the Project, that the offer required by Section 7267.2 of the Government Code has been made to the owner of record, and authorizing the commencement of eminent domain proceedings.

Summary

Twelve temporary construction easements (TCEs), four permanent easements (PEs), four fee acquisitions, and one access right from eight private owners are necessary for the construction of the I-880 North Safety and Operational Improvements at 23rd and 29th Avenue Project (710.0) (Project). Alameda CTC has successfully negotiated the acquisition or a possession agreement for all of the real property interests required for the Project. Possession of a 66 square foot temporary construction easement was secured through a Possession and Use Agreement signed by the property owner; however, Alameda CTC and the owner have not been able to come to an agreement regarding the amount of compensation due to the owner and the occupant of the property. To

finalize this transaction and closeout this parcel, Alameda CTC must move forward with considering adopting a resolution of necessity to authorize filing one eminent domain action to acquire this temporary construction easement necessary for the Project.

Background

I-880 North Safety and Operational Improvements at 23rd and 29th Avenue Project (710.0)

- **Project Purpose and Need:**

A Caltrans study identified the 29th Avenue/23rd Avenue area as a major bottleneck on I-880 due to low vertical clearances of the overcrossings, nonstandard interchange spacing, existing ramp geometric configurations, and limited ability to widen the freeway. Replacement of these last overcrossings to attain the standard vertical clearances will allow fully loaded trucks to use the I-880 corridor. In addition, lengthening the auxiliary lanes will increase the flow of vehicles along the mainline, thus reducing the rate of congestion-related accidents and improving the traffic flow and safety through the I-880 corridor, particularly to truck traffic.

The purpose of the Project is:

- To correct existing geometric deficiencies of the overcrossings at 29th Avenue and 23rd Avenue along I-880
- To improve the safety and operation of I-880 from PM 28.4 to PM 29.2
- To improve operational deficiencies of the northbound ramps at 29th Avenue and 23rd Avenue for I-880
- To provide I-880 noise protection to the Jingletown residential community.

The proposed Project is necessary because the existing I-880 interchanges at 29th Avenue and 23rd Avenue are currently heavily congested and have high collision rates as a result of nonstandard roadway designs. The interchanges are currently spaced at 1,400 feet which is nonstandard interchange spacing. In addition, the mainline freeway alignment includes numerous non-standard curves. The existing overcrossings have multiple columns supporting each bridge and the vertical clearances over I-880 are less than the current Caltrans Design Standard of 16.5 feet. These bridge columns are oriented in such a way as to prevent widening of the mainline freeway to accommodate standard lane widths, standard shoulders, or to incorporate auxiliary lane extensions. The inside and outside mainline shoulders do not meet current design standards and the width of the number one (inside) lane in the northbound direction is less than the 12-foot design standard. These conditions all contribute to the poor operations of this section of I-880 as well as contribute to the high rate of accidents (approximately five times the state-wide average).

- **Project Description:**

This project proposes to construct operational and safety improvements on I-880 at the existing overcrossings of 23rd Avenue and 29th Avenue in the City of Oakland. Improvements include replacement of the freeway overcrossing structures, improvements to the northbound on- and off-ramps as well as the freeway mainline. The majority of the project is funded with \$73 million from the Trade Corridor Improvements Fund (TCIF) of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006; approved by the voters as Proposition 1B in November 2006.

- **Environmental Review:**

Caltrans approved the Project Study Report (PSR) for the Project in November of 2007. The environmental impacts of the Project were analyzed under both the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA). In April 2010, Caltrans gave environmental clearance to the Project through the adoption of a Negative Declaration pursuant to CEQA, and FHWA gave environmental clearance to the Project under NEPA through the approval of a Finding of No Significant Impact.

- **Project Right of Way Needs:**

On February 23, 2012, the Alameda County Transportation Commission (Alameda CTC) adopted a resolution requesting authority from Caltrans to hear resolutions of necessity for the Project, if any were necessary. Caltrans approved this request on March 8, 2102, and delegated its authority to hear any resolutions of necessity for the Project, contingent on Alameda CTC gaining the power of eminent domain. On February 23, 2012, in a joint meeting of the governing bodies of Alameda CTC, ACTIA and ACCMA, the decision was made to terminate the predecessor agencies as of the close of business on February 29, 2012. Pursuant to the joint powers agreement which created Alameda CTC, Alameda CTC automatically gained the power of eminent domain on March 1, 2012 upon the removal of ACTIA and ACCMA from membership in Alameda CTC. Alameda CTC accordingly has the authority to hear any resolutions of necessity for the Project.

The Project requires twelve temporary construction easements (TCEs), four permanent easements (PEs), four fee acquisitions, and one access right. These real property interests are required for a variety of reasons, as discussed below. The Government Code section 7267.2 offers were made to the eight property owners between August 2011 and January 2012. Alameda CTC was able to secure all property rights necessary to construct the Project by either contractual settlements, possession and use agreements, or court orders.

The Subject Property Required for the Project:

Caltrans Parcel 62329-2 located at 2800 E. 8th Street & 815 Portwood Avenue, Oakland.

A 66 square foot temporary construction easement ("TCE") is required from the East 8th Street frontage of this 7,408 square foot commercial property. In the vicinity of this parcel, the Project will relocate the northbound Lisbon Avenue on-ramp and install a new sound wall along the freeway shoulder. The building on the property is not located within the TCE area and will not be affected during construction; however, a small amount of concrete paving is within the current City of Oakland right of way and will be removed. Access to the building will remain open during and after construction, and any improvements not being acquired will be replaced or repaired after Project completion. The TCE will last for 36 months to begin on notice to owner (which occurred on or about June 26, 2014), and will conclude no later than February 28, 2017. The TCE area will be returned to the owner at the end of construction.

An offer pursuant to Government Code section 7267.2 was made to the owner on November 30, 2011. Possession of the 66 square foot TCE was secured through a Possession and Use Agreement signed by the property owner, which allows the construction of the Project to move forward. The June 8, 2012 Possession and Use Agreement requires Alameda CTC to adopt a Resolution of Necessity if the parties to the Agreement are not able to come to an agreement. In these circumstances, the property owner waives its right to notice of the intent to adopt a Resolution of Necessity, and waives its right to object to the adoption of a Resolution of Necessity.

Although Alameda CTC, the property owner, and tenant have been negotiating since June 8, 2012 in an attempt to resolve this issue, the parties have not been able to come to an agreement regarding the amount of compensation due to the owner and the occupant of the property. Discussions with the owner and occupant will continue in hopes of negotiating an agreement outside of court. However, under the terms of the Possession and Use Agreement executed by the property owner, because an agreement has not been reached, Alameda CTC is now required adopt a resolution of necessity to acquire the needed easement.

The Proposed Resolution of Necessity:

Adoption of Resolution of Necessity with the following findings, **by at least four-fifths vote (by membership)** of the Commission, is required for the initiation of the proposed eminent domain actions:

1. The public interest and necessity require the proposed project.

The proposed Project is necessary because the existing I-880 interchanges at 29th Avenue and 23rd Avenue are heavily congested and have high collision rates as a result of nonstandard roadway designs. The interchanges are currently spaced at 1,400 feet which is nonstandard interchange spacing. In addition, the mainline freeway alignment includes numerous non-standard curves. The existing overcrossings have multiple columns supporting each bridge and the vertical clearances over I-880 are less than the current

Caltrans Design Standard of 16.5 feet. These bridge columns are oriented in such a way as to prevent widening of the mainline freeway to accommodate standard lane widths, standard shoulders, or to incorporate auxiliary lane extensions. The inside and outside mainline shoulders do not meet current design standards and the width of the number one (inside) lane in the northbound direction is less than the 12-foot design standard. These conditions all contribute to the poor operations of this section of I-880 as well as contribute to the high rate of accidents (approximately five times the state-wide average). This project proposes to remedy these conditions through the construction of operational and safety improvements, including replacement of the freeway overcrossing structures, improvements to the northbound on- and off-ramps as well as the freeway mainline.

- 2. The proposed project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.**

Alameda CTC staff and consultants studied and considered a number of alternatives for the Project design within the severely constricted I-880 corridor. No other alternative that was studied provided the needed safety and operational improvements afforded by the Project. The Project as planned will thus be a benefit to the residents of Alameda County and the region as a whole, while impacting relatively few private property owners.

- 3. The property described in the resolution of necessity is necessary for the proposed project.**

The project study report and environmental analysis for the project each considered various Project alternatives, and it was determined that the Project as planned provided the greatest benefit to the residents of Alameda County and the region as a whole. The noted acquisitions are necessary for the Project as planned. After the Project is completed, the temporary construction easement area will be returned in a functionally equivalent state to the owner. The TCE is required in order to reconstruct the sidewalk up to the buildings that directly front the property line along East 8th Street. Reconstruction of the sidewalk is necessary to allow for the widening of I-880 and the construction of a new community sound wall separating East 8th Street from I-880.

- 4. The offer required by Government Code Section 7267.2 has been made to all owners of record.**

On November 30, 2011, the Project right of way consultants made the required written offer to the representative of the owner of record for the parcel, based on an approved appraisal of the fair market value of the property as a whole and the specific property interest necessary for the Project. The offer included a written statement containing detail sufficient to indicate the basis for the offer as required by Government Code section 7267.2, and an informational pamphlet setting out the eminent domain process and the property owner's rights. Pursuant to the executed Possession and Use

Agreement, the property owner has waived its rights to notice of the intent to adopt a Resolution of Necessity, and to object to the adoption of a Resolution of Necessity. However a courtesy notice of the hearing was mailed to the property owner on January 15, 2015.

Issues related to compensation for the real property interest necessary for the Project are not considered as part of the hearing on the proposed Resolution of Necessity.

Staff recommends that Alameda CTC hold a hearing regarding the proposed Resolution of Necessity, and thereafter adopt the Resolution based on the above findings and information.

Fiscal Impact:

There is no fiscal impact.

Attachments

- A. Proposed Resolution with attached legal description and plat map

Staff Contact

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

[Stefan Garcia](#), Project Controls Team

RESOLUTION NO. 15-001

A RESOLUTION OF THE ALAMEDA COUNTY TRANSPORTATION COMMISSION
 DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE
 ACQUISITION OF CERTAIN LAND AND DIRECTING THE FILING OF EMINENT
 DOMAIN PROCEEDINGS ON CERTAIN PROPERTY FOR THE
 I-880 NORTH SAFETY AND OPERATIONAL
IMPROVEMENTS AT 23RD AND 29TH AVENUE PROJECT (717.0)

WHEREAS, the Alameda County Transportation Commission (“Alameda CTC”) is vested with the power of eminent domain and is authorized to acquire real property by virtue of Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Sections 1240.010 and 1240.110 of the Code of Civil Procedure of the State of California within the jurisdictional limits of the County of Alameda; and

WHEREAS, it is desirable and necessary for Alameda CTC to acquire certain real property and property interests, particularly described in **Exhibit A and B**, for the purpose of, *inter alia*, to construct operational and safety improvements on I-880 at the existing overcrossings of 23rd Avenue and 29th Avenue to improve public health, safety, and welfare in the City of Oakland, County of Alameda, State of California; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure, written notice has been duly given to all persons whose property is to be acquired by eminent domain and whose names and addresses appear on the last County of Alameda equalized assessment roll, all of whom have been given a reasonable opportunity to appear and be heard before the governing body of Alameda CTC (the “Commission”) on the following matters:

- a) Whether the public interest and necessity require the project;
- b) Whether the project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- c) Whether the property sought to be acquired is necessary for the project; and
- d) Whether the offer required by Section 7267.2 of the Government Code has been made to the owners of record.

NOW THEREFORE, BE IT RESOLVED, by at least a **four-fifths** vote of the Commission, pursuant to Sections 1240.030 and 1245.230 of the Code of Civil Procedure of the State of California, that this Commission does and it hereby finds and determines each of the following:

Section 1. Based upon the evidence presented, this Commission finds and resolves as follows:

(a) The property to be acquired is described in **Exhibit A and B** attached hereto and incorporated herein;

(b) Said property is to be acquired for public use, to wit, for public highway purposes, pursuant to the authority granted by Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Part 3, Title 7 of the Code of Civil Procedure;

(c) The public interest and necessity require the project, which is to improve public health, safety and welfare by constructing operational and safety improvements on I-880 at the existing overcrossings of 23rd Avenue and 29th Avenue in the City of Oakland, County of Alameda, State of California;

(d) The proposed project is planned and located in the manner which will be most compatible with the greatest public good and the least private injury;

(e) The property described in **Exhibit A and B** is being acquired for a 66 square foot thirty-six month temporary construction easement, and is necessary for the construction of the proposed project; and

(f) The offer required by Government Code Section 7267.2 has been made to the owner of record of the real property.

Section 2. General Counsel of Alameda CTC or his duly authorized designee, be, and is hereby authorized and directed to institute and conduct to conclusion an action in eminent domain for the acquisition of the estates and interests aforesaid and to take such action as counsel may deem advisable or necessary in connection therewith. An order for prejudgment possession may be obtained in said action and a warrant issued and deposited with the State Treasurer Condemnation Fund, in the amount determined the most probable compensation for the property sought to be acquired, as a condition to the right of possession.

ADOPTED January 29, 2015, by the Commission of the Alameda County Transportation Commission by the following vote, to wit:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

Scott Haggerty, Chairperson

ATTEST:

Vanessa Lee, Clerk of the Commission

APPROVED AS TO FORM:

General Counsel of the Alameda
County Transportation Commission

Exhibit "A"

TEMPORARY CONSTRUCTION EASEMENT (TCE) under, upon, over and across that certain real property, as described herein, for construction (and other related activities incidental to construction). The TCE will continue for a duration of thirty-six (36) continuous months.

Real property situate in City of Oakland, County of Alameda, State of California, described as follows:

PARCEL (62329-2)

Being a portion of Lots 35 and 36, "Map of Myers and White Tract Map filed in Book 26 of Maps, Page 66, at Alameda County Recorder's Office, as said lots being a Parcel of land is described in the Grant deed to Bernal Investments, recorded January 11, 1974 in Reel 3588, Image 983, Official Records of Alameda County, more particularly described as follows:

BEGINNING at the most southwesterly corner of said Parcel (Re: 3588, Im: 983), said point lying on the northeasterly right of way of East 8th Street (41.00 feet wide) as described as Parcel 9 in Right of way relinquishment 31318 recorded on March 4, 1965 in Reel 1448, Image 651 Alameda County official records; thence along the northwesterly line of said Parcel (Re: 3588, Im 983) North 29°43'30" East 0.94 feet; thence leaving said northwesterly line South 54°48'15" East 63.69 feet to the southeasterly line of said Parcel (Re 3588, Im 983); thence along said southeasterly line South 38°04'50" West 0.85 feet to the northeasterly right of way of 8th street (Re 1448, Im 651); thence along said northeasterly right of way, along the arc of a non-tangent 2379.00 foot radius curve to the right, the radius point of said curve bears North 34°21'10" East through a central angle of 01°31'51" an arc length of 63.56 feet to the **TRUE POINT OF BEGINNING**.

Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 3, CA-HPGN, Epoch 1991.35. Distances are U.S. Survey Feet unless otherwise noted. Distances and stationing are grid distances. Multiply distances by 1.00006668 to obtain ground level distances.

CONTAINING 66 Square Feet, more or less.

EXHIBIT "B" attached and by this reference made a part thereof.

This real property description has been prepared by me, or under my direction, in conformance with the Professional Land surveyors Act.



David Baumann

P.L.S. 7309

8/6/12

Date



Exhibit B

