



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
Councilmember Rebecca Kaplan,
City of Oakland

AC Transit
Director Elsa Ortiz

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

BART
Director Thomas Blalock

City of Alameda
TBD

City of Albany
Vice Mayor Peter Maass

City of Berkeley
Councilmember Laurie Capitelli

City of Dublin
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

Planning, Policy and Legislation Committee

Monday, January 12, 2015, 10:30 a.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.

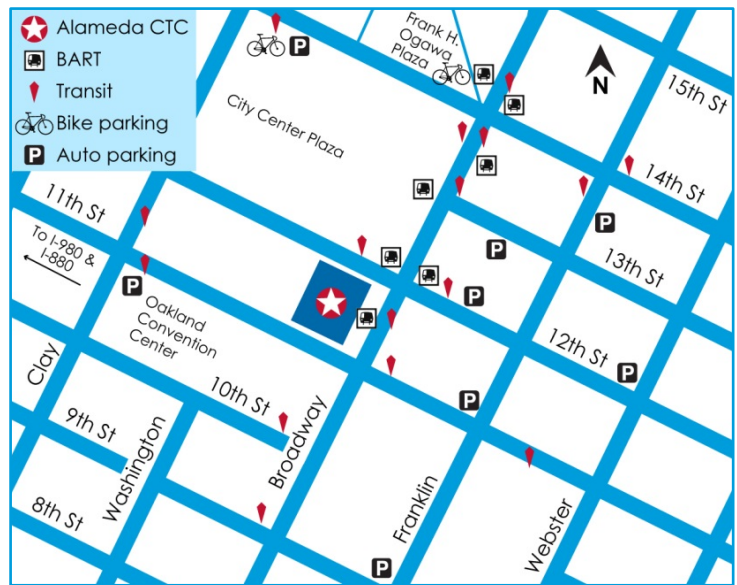
Glossary of Acronyms

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.

Connect with Alameda CTC

www.AlamedaCTC.org



facebook.com/AlamedaCTC

[@AlamedaCTC](https://twitter.com/AlamedaCTC)

youtube.com/user/AlamedaCTC



Planning, Policy and Legislation Committee Meeting Agenda Monday, January 12, 2015, 10:30 a.m.*

*Or immediately following the I-580 Express Lane Policy Committee

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

Chair: TBD

Vice Chair: Supervisor Keith Carson, Alameda County District 5

Commissioners: Wilma Chan, John Marchand, Elsa Ortiz,
Barbara Halliday, Jerry Thorne, TBD

Ex-Officio Members: Scott Haggerty, Rebecca Kaplan

Staff Liaison: Tess Lengyel

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

4. Consent Calendar

Page A/I

4.1. [November 10, 2014 PPLC Meeting Minutes](#)

1 A

Recommendation: Approve the November 10, 2014 meeting minutes.

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

5 I

5. Legislation

5.1. [Legislative Update](#)

13 A/I

6. Planning and Policy

6.1. [Measure BB Election Results and Analysis](#)

27 I

6.2. [2014 Transportation Expenditure Plan Fund Projections](#)

39 I

6.3. [Alameda CTC's Comprehensive Investment Plan Draft Project Selection Criteria](#)

49 A

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

7. Committee Member Reports (Verbal)

I

8. Staff Reports (Verbal)

I

9. Adjournment

Next Meeting: February 9, 2015

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

This page intentionally left blank



Planning, Policy and Legislation Committee
Meeting Minutes
Monday, November 10, 2014, 10:30 a.m.

4.1

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, except the following: Commissioner Rebecca Kaplan, Commissioner Keith Carson and Commissioner Michael Gregory.

Commissioner Pauline Cutter was present as the alternate for Commissioner Wilma Chan.

Subsequent to the roll call:

Commissioner Rebecca Kaplan and Commissioner Carson arrived during Item 5.1.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. October 13, 2014 PPLC Meeting Minutes

4.2. Congestion Management Program: Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

Commissioner Marchand moved to approve the consent calendar. Commissioner Thorne seconded the motion. The motion passed unanimously (Kaplan, Carson, and Gregory absent).

5. Legislation

5.1. Legislative Program Update

Tess Lengyel recommended that the Commission approve the Draft 2015 Alameda CTC Legislative Program. 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.. Tess stated that the overall program does not have significant changes from the 2014 program. Tess concluded by highlighted minor changes and additions in each category in the plan.

Commissioner Cutter moved to approve this item. Commissioner Ortiz seconded the motion. The motion passed unanimously (Gregory absent).

5.1.1 Cap and Trade Program Development

Tess Lengyel provided a brief update on the Cap and Trade program development. She stated that the state approved legislation to establish statewide programs for Cap & Trade revenue investments. Tess stated that about \$630 million of funding was assigned for transportation including high-speed rail, transit operations and an Affordable Housing and Sustainable Community Program. She concluded by stating that staff will continue to work with the State, regional and local partners on the implementation of the program and will bring additional information to the Commission as needed.

This item was for information only.

6. Planning and Policy

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

Tess Lengyel recommended that the Commission approve Alameda CTC's Comprehensive Investment Plan Project Selection Methodology. She provided a brief recap of what the plan includes. Tess covered general funding guidelines including projects and program screening, evaluation and reporting. She stated that the CIP will be updated both in concurrence with the Alameda CTC budget as well as every two years to add new projects and programs. She concluded by reviewing comments made by ACTAC and stated that the committee unanimously recommended the item to the full commission.

Commissioner Ortiz wanted clarification on the fund exchange. Art Dao stated that Alameda CTC currently has a fund exchange policy in place and that it will be continued and used only as feasible to advance projects and programs with one-to-one funding exchange amounts.

Commissioner Kaplan wanted to know how projects can be submitted to be considered in the plan. Tess stated that this plan will use projects identified in the 2012 countywide plan as well as projects that have been approved for the 2014 Transportation Expenditure Plan.

Commissioner Haggerty wanted to know if bonding costs were built into the project. Art stated that financing costs are usually included in the cost of the project.

Commissioner Ortiz moved to approve this item. Commissioner Sbranti seconded the motion. The motion passed unanimously (Gregory).

6.2. Transportation Expenditure Plan Update (Verbal)

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.

7. Committee Member Reports

There were no committee member reports.

8. Staff Reports

There were no staff reports.

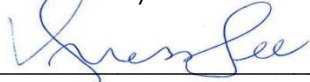
9. Adjournment/ Next Meeting

The meeting adjourned at 12:00 p.m. The next meeting is:

Date/Time: Monday, January 12, 2015 @10:30 a.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission

This page intentionally left blank



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 5, 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

This page intentionally left blank



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". The signature is fluid and cursive, with the first name "Tess" being more prominent.

Tess Lengyel
Deputy Director of Planning and Policy

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

This page intentionally left blank



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

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 5, 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

This page intentionally left blank



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 Call

Banking

Richard C. Shelby, Ala.	Sherrod Brown, Ohio, Ranking Member***
Mike Crapo, Idaho	Jack Reed, R.I.
Bob Corker, Tenn.	Charles E. Schumer, N.Y.
David Vitter, La.	Robert Menendez, N.J.
Pat Toomey, Pa.	Jon Tester, Mont.
Mark S. Kirk, Ill.	Mark Warner, Va.
Jerry Moran, Kan.	Jeff Merkley, Ore.
Tim Scott, S.C.	Elizabeth Warren, Mass.
Tom Cotton, Ark.**	Heidi Heitkamp, N.D.
Michael Rounds, S.D.**	Joe Donnelly, Ind.*
Ben Sasse, Neb.**	
Dean Heller, Nev.	

Budget

Charles E. Grassley, Iowa	Bernard Sanders, Vt., ranking member***
Michael B. Enzi, Wyo.	Patty Murray, Wash.
Jeff Sessions, Ala.	Ron Wyden, Ore.
Michael D. Crapo, Idaho	Debbie Stabenow, Mich.
Lindsey Graham, S.C.	Sheldon Whitehouse, R.I.
Rob Portman, Ohio	Mark Warner, Va.
Patrick J. Toomey, Pa.	Jeff Merkley, Ore.
Ron Johnson, Wis.	Tammy Baldwin, Wis.
Kelly Ayotte, N.H.	Tim Kaine, Va.
Roger Wicker, Miss.	Angus King, Maine
Bob Corker, Tenn.*	
David Perdue, Ga.**	

Commerce, Science, Transportation

John Thune, S.D.	Bill Nelson, Fla., ranking member***
Roger Wicker, Miss.	Maria Cantwell, Wash.
Roy Blunt, Mo.	Claire McCaskill, Mo.
Marco Rubio, Fla.	Amy Klobuchar, Minn.
Kelly Ayotte, N.H.	Richard Blumenthal, Conn.
Dean Heller, Nev.	Brian Schatz, Hawaii
Ted Cruz, Texas	Edward J. Markey, Mass.
Deb Fischer, Neb.	Cory Booker, N.J.
Dan Sullivan, Alaska**	Tom Udall, N.M.*
Jerry Moran, Kan.*	Joe Manchin III, W.Va.*
Ron Johnson, Wis.	Gary Peters, Mich.**
Cory Gardner, Colo.**	
Steve Daines, Mont.**	

Energy & Natural Resources

Lisa Murkowski, Alaska	Maria Cantwell, Wash., ranking member
John Barrasso, Wyo.	Ron Wyden, Ore.
Jim Risch, Idaho	Bernard Sanders, Vt.
Mike Lee, Utah	Debbie Stabenow, Mich.
Jeff Flake, Ariz.	Al Franken, Minn.
Bill Cassidy, La.**	Joe Manchin III, W.Va.
Cory Gardner, Colo.**	Martin Heinrich, N.M.
Steve Daines, Mont.**	Mazie Hirono, Hawaii*
Rob Portman, Ohio	Angus King, Maine*
John Hoeven, N.D.	Elizabeth Warren, Mass.*
Lamar Alexander, Tenn.	
Shelley Moore Capito, W. Va.**	

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

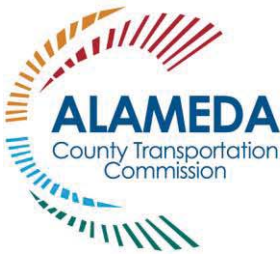
Susan Collins, Maine	Claire McCaskill, Mo., ranking member***
Orrin G. Hatch, Utah	Bill Nelson, Fla.
Mark S. Kirk, Ill.	Bob Casey, Pa.
Jeff Flake, Ariz.	Sheldon Whitehouse, R.I.
Bob Corker, Tenn.	Kirsten Gillibrand, N.Y.
Dean Heller, Nev.	Richard Blumenthal, Conn.
Tim Scott, S.C.	Joe Donnelly, Ind.
Tom 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).

This page intentionally left blank



Memorandum

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 5, 2015

SUBJECT: Measure BB Election Results and Analysis

RECOMMENDATION: Receive a presentation on Measure BB Election Results

Summary

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

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

Background

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

Voter Returns

Comparison of 2000, 2012, 2014 Election Results

	Registration	Ballots Cast	Turnout (%)	Yes		No		Undervote	
				Votes Cast	%	Votes Cast	%	Votes Not Cast	%
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.

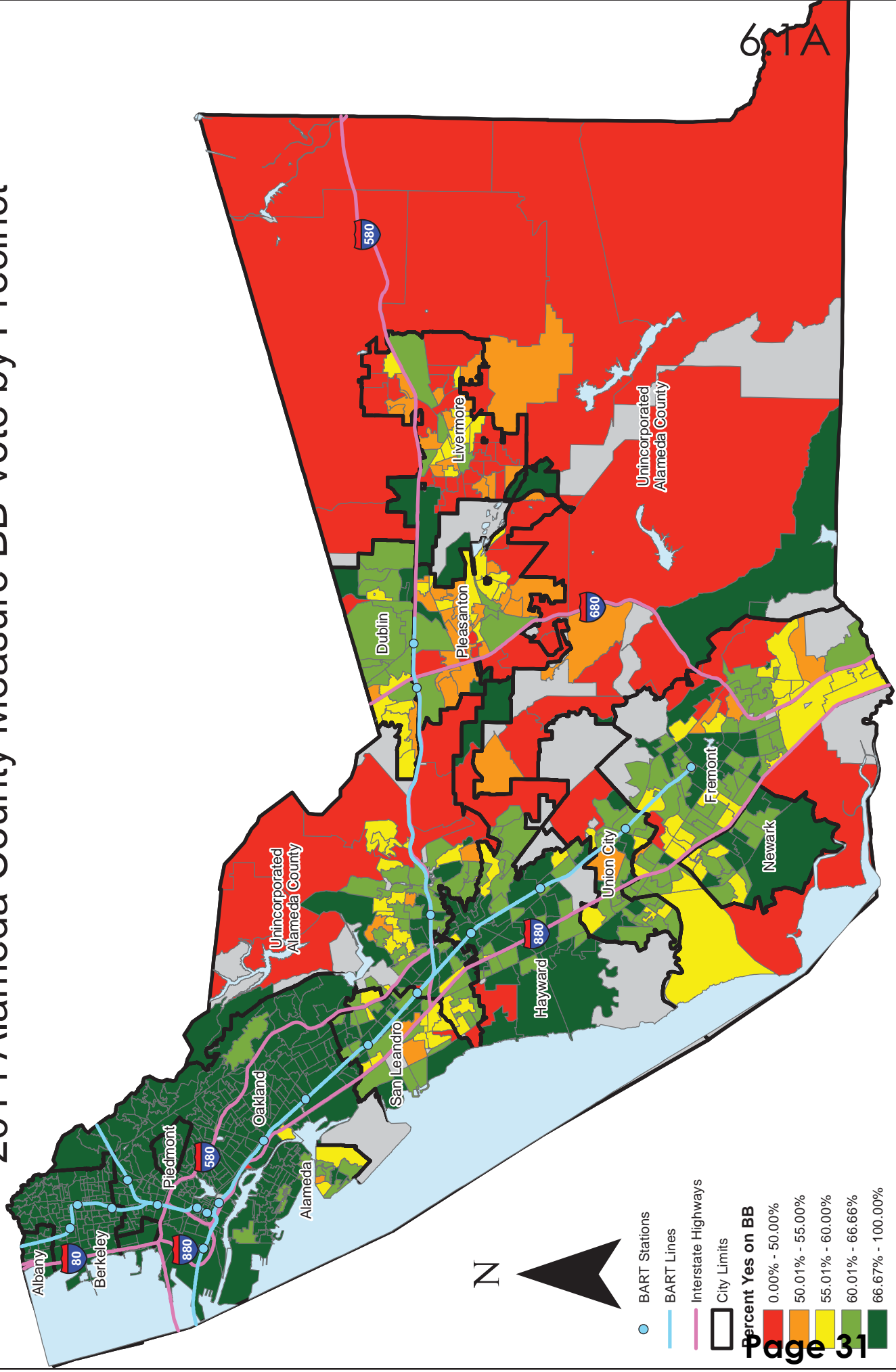
Attachments

- 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



Note:
Grey precincts had no votes cast on BB

This page intentionally left blank

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

This page intentionally left blank

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

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

Source: Alameda County Registrar of Voters, Statement of Vote

R:\AlaCTC_Meetings\Commission\PLC\20150112\6.1_MeasureBB_ElectionResults

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

	Yes										
	Votes Cast						% Cast				
	2000	2012	2014	% Change 2000 to 2012	% Change 2012 to 2014	% Change 2000 to 2014	2000	2012	2014	% Change 2000 to 2012	% Change 2012 to 2014
Alameda County	352,504	350,899	240,557	-0.46%	-31.45%	-31.90%	81.47	66.53	70.75	-18.33%	6.34%
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%
Albany	5,607	5,561	4,833	-0.82%	-13.09%	-13.91%	85.38	74.23	83.66	-13.07%	12.71%
Berkeley	41,006	41,669	33,004	1.62%	-20.79%	-19.18%	89.34	80.82	88.09	-9.54%	9.00%
Dublin	6,999	8,254	6,057	17.93%	-26.62%	-8.69%	78.31	54.60	60.40	-30.28%	10.62%
Eden Township	21,776	27,290	16,602	25.32%	-39.16%	-13.84%	68.84	60.31	62.68	-12.38%	3.92%
Emeryville	2,057	3,042	1,922	47.89%	-36.82%	11.07%	86.18	77.46	82.52	-10.11%	6.53%
Fremont	43,124	37,387	22,769	-13.30%	-39.10%	-52.40%	80.15	59.87	61.06	-25.31%	1.99%
Hayward	22,660	25,835	13,168	14.01%	-49.03%	-35.02%	78.00	69.37	67.96	-11.06%	-2.03%
Livermore	19,974	15,703	10,752	-21.38%	-31.53%	-52.91%	75.15	47.93	49.95	-36.23%	4.22%
Murray Township	680	340	297	-50.00%	-12.65%	-62.65%	67.86	32.72	39.60	-51.78%	21.01%
Newark	8,361	7,655	4,729	-8.44%	-38.22%	-46.67%	77.83	60.82	64.08	-21.85%	5.36%
Oakland	96,667	109,836	79,134	13.62%	-27.95%	-14.33%	85.36	76.32	81.38	-10.59%	6.63%
Piedmont	4,807	4,090	3,446	-14.92%	-15.75%	-30.66%	86.19	65.89	75.54	-23.55%	14.64%
Pleasanton	19,803	14,155	10,653	-28.52%	-24.74%	-53.26%	78.83	47.57	54.03	-39.66%	13.59%
Pleasanton Township	712	441	331	-38.06%	-24.94%	-63.01%	78.33	41.53	46.55	-46.99%	12.10%
San Leandro	18,139	16,905	10,343	-6.80%	-38.82%	-45.62%	77.73	64.13	64.32	-17.50%	0.30%
Union City	11,488	13,310	7,852	15.86%	-41.01%	-25.15%	79.45	65.57	64.28	-17.47%	-1.96%
Washington Township	106	37	40	-65.09%	8.11%	-56.99%	69.28	25.52	46.51	-63.17%	82.27%
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%
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%
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%
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%
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%

Source: Alameda County Registrar of Voters, Statement of Vote

R:\AlaCTC_Meetings\Commission\PLC\20150112\6.1_MeasureBB_ElectionResults

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

R:\AlaCTC_Meetings\Commission\PLC\20150112\6.1_MeasureBB_ElectionResults

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

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

Source: Alameda County Registrar of Voters, Statement of Vote

R:\AlaCTC_Meetings\Commission\PLC\20150112\6.1_MeasureBB_ElectionResults



Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 5, 2015

SUBJECT: 2014 Transportation Expenditure Plan Draft Revenue and Commitment Projections

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

Summary

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

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

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

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

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

Fiscal Impact: There is no fiscal impact.

Attachments

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

Staff Contact

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

Draft 2014 TEP Revenue and Commitment Summary

Updated 12/17/14

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

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

Draft 2014 TEP Revenue and Commitment Summary

Updated 12/17/14

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

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

Draft 2014 TEP Revenue and Commitment Summary

Updated 12/17/14

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

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

Draft 2014 TEP Revenue and Commitment Summary

Updated 12/17/14

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

Commitment No.	Program/Project Name	TEP Dollar Amount (Note 2) (Esc \$ x 1,000)	TEP Percentage Share (Note 3) %	TEP Amount (Note 4) (Esc \$ x 1,000))
43	Bicycle and Pedestrian Direct Allocations to Cities and County		3.00%	244,710
44	Bicycle and Pedestrian Grant Program		2.00%	163,140
45	Community Investments That Improve Transit Connections to Jobs and Schools		4.00%	326,280
46	Technology, Innovation & Development Program		1.00%	81,570
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

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 5, 2014

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

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

Summary

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

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

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

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

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

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

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

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

Discussion

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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.

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
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.

This page intentionally left blank

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

	Prior Balance	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	5-YR TOTAL
ALAMEDA COUNTY							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 920,000	\$ 2,712,000	\$ 2,745,000	\$ 2,777,000	\$ 2,811,000	\$ 2,845,000	\$ 13,890,000
Bike/Pedestrian	\$ 30,000	\$ 429,000	\$ 434,000	\$ 439,000	\$ 444,000	\$ 450,000	\$ 2,196,000
Subtotal	\$ 950,000	\$ 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	\$ -	\$ 676,000	\$ 676,000	\$ 676,000	\$ 676,000	\$ 676,000	\$ 3,380,000
Subtotal	\$ -	\$ 676,000	\$ 676,000	\$ 676,000	\$ 676,000	\$ 676,000	\$ 3,380,000
Total All Programs	\$ 950,000	\$ 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	\$ 1,734,000	\$ 1,687,000	\$ 1,708,000	\$ 1,728,000	\$ 1,749,000	\$ 1,770,000	\$ 8,642,000
Bike/Pedestrian	\$ 52,000	\$ 224,000	\$ 227,000	\$ 229,000	\$ 232,000	\$ 235,000	\$ 1,147,000
Paratransit	\$ -	\$ 171,000	\$ 173,000	\$ 175,000	\$ 178,000	\$ 180,000	\$ 877,000
Subtotal	\$ 1,786,000	\$ 2,082,000	\$ 2,108,000	\$ 2,132,000	\$ 2,159,000	\$ 2,185,000	\$ 10,666,000
<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	\$ -	\$ 235,000	\$ 238,000	\$ 241,000	\$ 243,000	\$ 246,000	\$ 1,203,000
Subtotal	\$ -	\$ 2,024,000	\$ 2,048,000	\$ 2,073,000	\$ 2,097,000	\$ 2,122,000	\$ 10,364,000
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ 940,000	\$ 308,000	\$ 308,000	\$ 308,000	\$ 308,000	\$ 308,000	\$ 1,540,000
Subtotal	\$ 940,000	\$ 308,000	\$ 308,000	\$ 308,000	\$ 308,000	\$ 308,000	\$ 1,540,000
Total All Programs	\$ 2,726,000	\$ 4,414,000	\$ 4,464,000	\$ 4,513,000	\$ 4,564,000	\$ 4,615,000	\$ 22,570,000
ALBANY							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ -	\$ 384,000	\$ 389,000	\$ 394,000	\$ 398,000	\$ 403,000	\$ 1,968,000
Bike/Pedestrian	\$ 6,774,000	\$ 55,000	\$ 56,000	\$ 56,000	\$ 57,000	\$ 58,000	\$ 282,000
Paratransit	\$ -	\$ 34,000	\$ 35,000	\$ 35,000	\$ 36,000	\$ 36,000	\$ 176,000
Subtotal	\$ 6,774,000	\$ 473,000	\$ 480,000	\$ 485,000	\$ 491,000	\$ 497,000	\$ 2,426,000
<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	\$ -	\$ 41,000	\$ 42,000	\$ 42,000	\$ 43,000	\$ 43,000	\$ 211,000
Subtotal	\$ -	\$ 451,000	\$ 458,000	\$ 462,000	\$ 469,000	\$ 474,000	\$ 2,314,000
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ -	\$ 76,000	\$ 76,000	\$ 76,000	\$ 76,000	\$ 76,000	\$ 378,000
Subtotal	\$ -	\$ 76,000	\$ 76,000	\$ 76,000	\$ 76,000	\$ 76,000	\$ 378,000
Total All Programs	\$ 6,774,000	\$ 1,000,000	\$ 1,014,000	\$ 1,023,000	\$ 1,036,000	\$ 1,047,000	\$ 5,118,000

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

	Prior Balance	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	5-YR TOTAL
BERKELEY							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 390,000	\$ 2,769,000	\$ 2,802,000	\$ 2,836,000	\$ 2,870,000	\$ 2,905,000	\$ 14,182,000
Bike/Pedestrian	\$ 322,000	\$ 345,000	\$ 349,000	\$ 353,000	\$ 358,000	\$ 362,000	\$ 1,767,000
Paratransit	\$ 25,000	\$ 278,000	\$ 281,000	\$ 285,000	\$ 288,000	\$ 292,000	\$ 1,424,000
Subtotal	\$ 737,000	\$ 3,392,000	\$ 3,432,000	\$ 3,474,000	\$ 3,516,000	\$ 3,559,000	\$ 17,373,000
<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	\$ -	\$ 286,000	\$ 290,000	\$ 293,000	\$ 297,000	\$ 300,000	\$ 1,466,000
Subtotal	\$ -	\$ 3,204,000	\$ 3,242,000	\$ 3,280,000	\$ 3,320,000	\$ 3,359,000	\$ 16,405,000
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ 519,000	\$ 475,000	\$ 475,000	\$ 475,000	\$ 475,000	\$ 475,000	\$ 2,373,000
Subtotal	\$ 519,000	\$ 475,000	\$ 475,000	\$ 475,000	\$ 475,000	\$ 475,000	\$ 2,373,000
Total All Programs	\$ 1,256,000	\$ 7,071,000	\$ 7,149,000	\$ 7,229,000	\$ 7,311,000	\$ 7,393,000	\$ 36,151,000
DUBLIN							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 90,000	\$ 396,000	\$ 400,000	\$ 405,000	\$ 410,000	\$ 415,000	\$ 2,026,000
Bike/Pedestrian	\$ 5,000	\$ 149,000	\$ 151,000	\$ 152,000	\$ 154,000	\$ 156,000	\$ 762,000
Subtotal	\$ 95,000	\$ 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	\$ 21,000	\$ 235,000	\$ 235,000	\$ 235,000	\$ 235,000	\$ 235,000	\$ 1,175,000
Subtotal	\$ 21,000	\$ 235,000	\$ 235,000	\$ 235,000	\$ 235,000	\$ 235,000	\$ 1,175,000
Total All Programs	\$ 116,000	\$ 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	\$ -	\$ 271,000	\$ 274,000	\$ 277,000	\$ 280,000	\$ 284,000	\$ 1,386,000
Bike/Pedestrian	\$ 54,000	\$ 31,000	\$ 31,000	\$ 31,000	\$ 32,000	\$ 32,000	\$ 157,000
Paratransit	\$ 4,000	\$ 25,000	\$ 25,000	\$ 26,000	\$ 26,000	\$ 26,000	\$ 128,000
Subtotal	\$ 58,000	\$ 327,000	\$ 330,000	\$ 334,000	\$ 338,000	\$ 342,000	\$ 1,671,000
<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	\$ -	\$ 22,000	\$ 22,000	\$ 22,000	\$ 23,000	\$ 23,000	\$ 112,000
Subtotal	\$ -	\$ 304,000	\$ 308,000	\$ 311,000	\$ 316,000	\$ 319,000	\$ 1,558,000
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ -	\$ 42,000	\$ 42,000	\$ 42,000	\$ 42,000	\$ 42,000	\$ 210,000
Subtotal	\$ -	\$ 42,000	\$ 42,000	\$ 42,000	\$ 42,000	\$ 42,000	\$ 210,000
Total All Programs	\$ 58,000	\$ 673,000	\$ 680,000	\$ 687,000	\$ 696,000	\$ 703,000	\$ 3,439,000

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

	Prior Balance	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	5-YR TOTAL
FREMONT							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 535,000	\$ 2,196,000	\$ 2,223,000	\$ 2,249,000	\$ 2,276,000	\$ 2,304,000	\$ 11,248,000
Bike/Pedestrian	\$ 597,000	\$ 656,000	\$ 664,000	\$ 672,000	\$ 680,000	\$ 688,000	\$ 3,360,000
Paratransit	\$ 78,000	\$ 843,000	\$ 853,000	\$ 863,000	\$ 873,000	\$ 884,000	\$ 4,316,000
Subtotal	\$ 1,210,000	\$ 3,695,000	\$ 3,740,000	\$ 3,784,000	\$ 3,829,000	\$ 3,876,000	\$ 18,924,000
<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	\$ -	\$ 502,000	\$ 508,000	\$ 514,000	\$ 520,000	\$ 526,000	\$ 2,570,000
Subtotal	\$ -	\$ 3,035,000	\$ 3,071,000	\$ 3,108,000	\$ 3,146,000	\$ 3,183,000	\$ 15,543,000
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ 871,000	\$ 993,000	\$ 993,000	\$ 993,000	\$ 993,000	\$ 993,000	\$ 4,965,000
Subtotal	\$ 871,000	\$ 993,000	\$ 993,000	\$ 993,000	\$ 993,000	\$ 993,000	\$ 4,965,000
Total All Programs	\$ 2,081,000	\$ 7,723,000	\$ 7,804,000	\$ 7,885,000	\$ 7,968,000	\$ 8,052,000	\$ 39,432,000
HAYWARD							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 400,000	\$ 2,214,000	\$ 2,241,000	\$ 2,268,000	\$ 2,295,000	\$ 2,322,000	\$ 11,340,000
Bike/Pedestrian	\$ 161,000	\$ 443,000	\$ 449,000	\$ 454,000	\$ 460,000	\$ 465,000	\$ 2,271,000
Paratransit	\$ 304,000	\$ 780,000	\$ 789,000	\$ 799,000	\$ 808,000	\$ 818,000	\$ 3,994,000
Subtotal	\$ 865,000	\$ 3,437,000	\$ 3,479,000	\$ 3,521,000	\$ 3,563,000	\$ 3,605,000	\$ 17,605,000
<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	\$ -	\$ 709,000	\$ 717,000	\$ 726,000	\$ 735,000	\$ 743,000	\$ 3,630,000
Subtotal	\$ -	\$ 3,084,000	\$ 3,120,000	\$ 3,158,000	\$ 3,196,000	\$ 3,234,000	\$ 15,792,000
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ -	\$ 699,000	\$ 699,000	\$ 699,000	\$ 699,000	\$ 699,000	\$ 3,495,000
Subtotal	\$ -	\$ 699,000	\$ 699,000	\$ 699,000	\$ 699,000	\$ 699,000	\$ 3,495,000
Total All Programs	\$ 865,000	\$ 7,220,000	\$ 7,298,000	\$ 7,378,000	\$ 7,458,000	\$ 7,538,000	\$ 36,892,000
LIVERMORE							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 1,311,000	\$ 943,000	\$ 954,000	\$ 966,000	\$ 977,000	\$ 989,000	\$ 4,829,000
Bike/Pedestrian	\$ 720,000	\$ 248,000	\$ 251,000	\$ 254,000	\$ 257,000	\$ 261,000	\$ 1,271,000
Subtotal	\$ 2,031,000	\$ 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	\$ 135,000	\$ 392,000	\$ 392,000	\$ 392,000	\$ 392,000	\$ 392,000	\$ 1,960,000
Subtotal	\$ 135,000	\$ 392,000	\$ 392,000	\$ 392,000	\$ 392,000	\$ 392,000	\$ 1,960,000
Total All Programs	\$ 135,000	\$ 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

	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	\$ 171,000	\$ 460,000	\$ 465,000	\$ 471,000	\$ 477,000	\$ 482,000	\$ 2,355,000
Bike/Pedestrian	\$ 37,000	\$ 129,000	\$ 131,000	\$ 132,000	\$ 134,000	\$ 136,000	\$ 662,000
Paratransit	\$ -	\$ 168,000	\$ 170,000	\$ 172,000	\$ 174,000	\$ 176,000	\$ 860,000
Subtotal	\$ 208,000	\$ 757,000	\$ 766,000	\$ 775,000	\$ 785,000	\$ 794,000	\$ 3,877,000
<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	\$ -	\$ 102,000	\$ 103,000	\$ 104,000	\$ 105,000	\$ 107,000	\$ 521,000
Subtotal	\$ -	\$ 626,000	\$ 633,000	\$ 640,000	\$ 647,000	\$ 657,000	\$ 3,203,000
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ 243,000	\$ 196,000	\$ 196,000	\$ 196,000	\$ 196,000	\$ 196,000	\$ 980,000
Subtotal	\$ 243,000	\$ 196,000	\$ 196,000	\$ 196,000	\$ 196,000	\$ 196,000	\$ 980,000
Total All Programs	\$ 451,000	\$ 1,579,000	\$ 1,595,000	\$ 1,611,000	\$ 1,628,000	\$ 1,647,000	\$ 8,060,000
OAKLAND							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 10,244,000	\$ 10,310,000	\$ 10,433,000	\$ 10,559,000	\$ 10,685,000	\$ 10,813,000	\$ 52,800,000
Bike/Pedestrian	\$ 2,613,000	\$ 1,191,000	\$ 1,205,000	\$ 1,219,000	\$ 1,234,000	\$ 1,249,000	\$ 6,098,000
Paratransit	\$ -	\$ 1,018,000	\$ 1,030,000	\$ 1,043,000	\$ 1,055,000	\$ 1,068,000	\$ 5,214,000
Subtotal	\$ 12,857,000	\$ 12,519,000	\$ 12,668,000	\$ 12,821,000	\$ 12,974,000	\$ 13,130,000	\$ 64,112,000
<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	\$ -	\$ 1,032,000	\$ 1,044,000	\$ 1,057,000	\$ 1,069,000	\$ 1,082,000	\$ 5,284,000
Subtotal	\$ -	\$ 11,815,000	\$ 11,957,000	\$ 12,101,000	\$ 12,245,000	\$ 12,392,000	\$ 60,510,000
<u>Vehicle Registration Fee Program</u>							
Local Streets and Roads	\$ 4,630,000	\$ 1,638,000	\$ 1,638,000	\$ 1,638,000	\$ 1,638,000	\$ 1,638,000	\$ 8,190,000
Subtotal	\$ 4,630,000	\$ 1,638,000	\$ 1,638,000	\$ 1,638,000	\$ 1,638,000	\$ 1,638,000	\$ 8,190,000
Total All Programs	\$ 17,487,000	\$ 25,972,000	\$ 26,263,000	\$ 26,560,000	\$ 26,857,000	\$ 27,160,000	\$ 132,812,000
PIEDMONT							
<u>2000 Measure B Programs</u>							
Local Streets and Roads	\$ 277,000	\$ 393,000	\$ 398,000	\$ 403,000	\$ 408,000	\$ 412,000	\$ 2,014,000
Bike/Pedestrian	\$ 74,000	\$ 32,000	\$ 33,000	\$ 33,000	\$ 34,000	\$ 34,000	\$ 166,000
Subtotal	\$ 351,000	\$ 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	\$ 6,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 225,000
Subtotal	\$ 6,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 225,000
Total All Programs	\$ 357,000	\$ 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

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

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

	Prior Balance	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	5-YR TOTAL
AC TRANSIT							
<u>2000 Measure B Programs</u>							
Paratransit	\$ -	\$ 5,097,000	\$ 5,158,000	\$ 5,220,000	\$ 5,283,000	\$ 5,346,000	\$ 26,104,000
Transit	\$ -	\$ 21,288,000	\$ 21,543,000	\$ 21,802,000	\$ 22,064,000	\$ 22,328,000	\$ 109,025,000
Subtotal	\$ -	\$ 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	\$ -	\$ 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	\$ 2,075,000	\$ 2,610,000	\$ 2,642,000	\$ 2,673,000	\$ 2,705,000	\$ 2,738,000	\$ 13,368,000
Subtotal	\$ 2,075,000	\$ 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	\$ 2,075,000	\$ 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	\$ -	\$ 158,000	\$ 160,000	\$ 161,000	\$ 163,000	\$ 165,000	\$ 807,000
Transit	\$ -	\$ 850,000	\$ 860,000	\$ 870,000	\$ 881,000	\$ 891,000	\$ 4,352,000
Subtotal	\$ -	\$ 1,008,000	\$ 1,020,000	\$ 1,031,000	\$ 1,044,000	\$ 1,056,000	\$ 5,159,000
<u>2014 TEP Programs</u>							
Paratransit	\$ -	\$ 252,000	\$ 255,000	\$ 258,000	\$ 261,000	\$ 264,000	\$ 1,290,000
Transit	\$ -	\$ 635,000	\$ 642,000	\$ 650,000	\$ 658,000	\$ 666,000	\$ 3,251,000
Subtotal	\$ -	\$ 887,000	\$ 897,000	\$ 908,000	\$ 919,000	\$ 930,000	\$ 4,541,000
Total All Programs	\$ -	\$ 1,895,000	\$ 1,917,000	\$ 1,939,000	\$ 1,963,000	\$ 1,986,000	\$ 9,700,000
WETA							
<u>2000 Measure B Programs</u>							
Transit	\$ 3,271,000	\$ 960,000	\$ 972,000	\$ 984,000	\$ 995,000	\$ 1,007,000	\$ 4,918,000
Subtotal	\$ 3,271,000	\$ 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	\$ 3,271,000	\$ 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**

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

Notes/Assumptions

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

This page intentionally left blank

Comprehensive Investment Plan Development Process Overview

PHASE 1

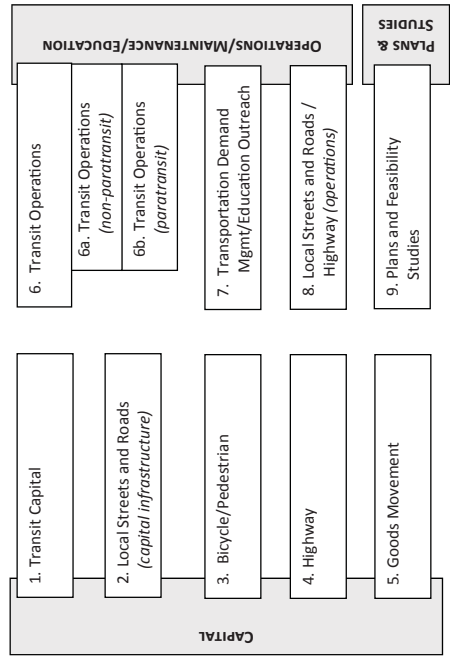
INVENTORY IDENTIFICATION / ELIGIBILITY SCREENING

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)

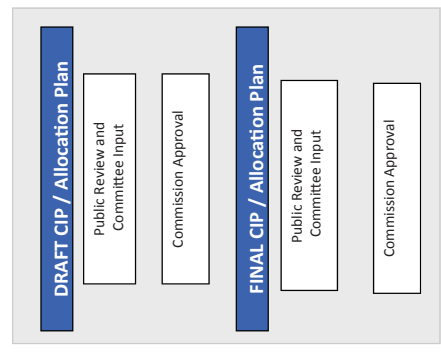
PHASE 3

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



6.3C

This page intentionally left blank

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

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)
8.	Local Streets and Roads, and Highway Operations	<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)
		<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
9.		Plans and Studies	
PLANS AND STUDIES			

This page intentionally left blank