



# Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

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

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City of Oakland

## **AC Transit**

Director Elsa Ortiz

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## **City of Union City**

Mayor Carol Dutra-Vernaci

## **Executive Director**

Arthur L. Dao

## Planning, Policy and Legislation Committee

**Monday, September 14, 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](http://www.AlamedaCTC.org/app_pages/view/8081).

## Location Map

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

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



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

## Accessibility

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



## Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at [www.AlamedaCTC.org/events/upcoming/now](http://www.AlamedaCTC.org/events/upcoming/now).

## Paperless Policy

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

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# Planning, Policy and Legislation Committee Meeting Agenda Monday, September 14, 2015, 10:30 a.m.\*

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

1111 Broadway, Suite 800, Oakland, CA 94607

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www.AlamedaCTC.org

**Chair:** Mayor Ruth Atkin

**Vice Chair:** Supervisor Keith Carson, Alameda County District 5

**Commissioners:** Wilma Chan, David Haubert, John Marchand, Elsa Ortiz, Jerry Thorne

**Ex-Officio Members:** Scott Haggerty, Rebecca Kaplan

**Staff Liaison:** Tess Lengyel

**Executive Director:** Arthur L. Dao

**Clerk:** Vanessa Lee

## 1. Pledge of Allegiance

## 2. Roll Call

## 3. Public Comment

## 4. Consent Calendar

Page A/I

### 4.1. [July 13, 2015 PPLC Meeting Minutes](#)

1 A

Recommendation: Approve the July 13, 2015 meeting minutes.

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

3 I

## 5. Legislation

### 5.1. [Legislative Update](#)

11 A/I

### 5.2. [July 2015 Commission Retreat Summary](#)

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## 6. Planning and Policy

### 6.1. [Countywide Transportation Plan: Regional Transportation Plan \(RTP\) Draft Project and Program List for Submittal to Metropolitan Transportation Commission \(MTC\) and Update on MTC RTP Development](#)

59 A

Recommendation: (1) Approve the draft lists of regional, committed, county-level projects and programs for submittal to the Regional Transportation Plan. (2) Direct staff to forward both the draft lists to MTC by September 30, 2015.

## 7. Committee Member Reports (Verbal)

I

## 8. Staff Reports (Verbal)

I

## 9. Adjournment

**Next Meeting:** October 12, 2015

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



Planning, Policy and Legislation Committee  
Meeting Minutes  
Monday, July 13, 2015, 10:30 a.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

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• www.AlamedaCTC.org

**1. Pledge of Allegiance**

**2. Roll Call**

A roll call was conducted. All members were present with the exception of Commissioner Atkin and Commissioner Chan.

**3. Public Comment**

Public Comments were heard by:

Lara Jo Foo

Aaron Reavey

Ken Bukowski

**4. Consent Calendar**

**4.1. June 8, 2015 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 Kaplan moved to approve the Consent Calendar. Commissioner Ortiz seconded the motion. The motion passed unanimously (Atkin and Chan absent).*

**5. Legislation**

**5.1. Legislative Update**

Tess Lengyel provided an update on state and federal legislative initiatives. On the state side she provided information on the budget, the special session for transportation infrastructure. On the federal side, Tess updated the committee on MAP-21 Reauthorization.

Commissioner Kaplan asked for a status update on SB-264 regarding the Caltrans relinquishment. Tess stated the Commission opposed that bill and staff will provide a status at the next meeting.

*This item was for information only.*

**6. Planning and Policy**

**6.1.1. Overview of 2016 Alameda Countywide Transportation Plan (CTP) and Approval of Vision and Goals**

Tess Lengyel recommended that the Commission approve the 2016 CTP vision and goals. She stated that the primary purpose of the CTP is to identify the long-range transportation needs in Alameda County. As part of the process, performance-based evaluations will be conducted to evaluate projects and programs against the adopted plan goals. The CTP will form the basis for transportation priorities that

the can assist the Commission in defining projects and programs implementation in Alameda County. The performance measures used for this evaluation are grounded in the vision and goals. Tess stated that given the extensive process conducted in 2012, and the fact that the modal plans have each based their goals development on this adopted 2012 CTP vision and goals, staff recommends that the Commission simply reaffirm and approve the 2012 CTP vision and goals to be used as the vision and goals for the 2016 CTP.

*Commissioner Ortiz moved to approve this item. Commissioner Kaplan seconded the motion. The motion passed unanimously.*

#### **6.1.2. Countywide Goods Movement Plan Contract Augmentation**

Tess Lengyel recommended that the Commission Authorize the Executive Director to execute Amendment No. 1 to Professional Services Agreement No.A13-0026 with Cambridge Systematics, Inc. for an additional \$50,000 for a total not-to-exceed amount of \$1,450,000. She stated that the increase is for an additional task that has been added to the scope of work for the consultant team to also develop the MTC regional plan. MTC will provide the additional \$50,000 for their tasks so there is no fiscal impact on the Alameda CTC.

*Commissioner Kaplan moved to approve this item. Commissioner Ortiz seconded the motion. The motion passed unanimously (Atkin and Chan absent).*

#### **7. Committee Member Reports**

Commissioner Kaplan directed staff to review the potential policy regarding coal shipments at a future PPLC meeting.

#### **8. Staff Reports**

There were no staff reports.

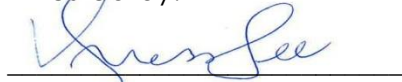
#### **9. Adjournment/ Next Meeting**

The next meeting is:

Date/Time: Monday, September 14, 2015 at 10:30 a.m.

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

Attested by:



Vanessa Lee,  
Clerk of the Commission



# Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** September 8, 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 July 13, 2015, the Alameda CTC reviewed one General Plan Amendment (GPA) and one Final Environmental Impact Report (FEIR). 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 City of Livermore General Plan Amendment for the Central Crossing Project
- B. Response to the Final Environmental Impact Report for San Leandro Shoreline Development Project

## Staff Contact

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

[Daniel Wu](#), Assistant Transportation Planner

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August 10, 2015

Benjamin Murray  
Senior Planner  
City of Livermore  
1052 South Livermore Avenue  
Livermore, CA 94550

SUBJECT: Response to City of Livermore General Plan Amendment for the Central Crossing Project  
(SUB15-004)

Dear Mr. Murray,

Thank you for the opportunity to comment on the Central Crossing project. The 5-acre project site is bounded on the west by Central Avenue, on the east by Northfront Road, 160 feet south of Flora Common, and just north of 5888 Northfront Road. The proposed project would consist of a 47-unit residential neighborhood (41 detached homes and 6 duets).

We have reviewed the project and determined that it 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.

Thank you for the opportunity to comment on this project. Please contact me at (510) 208-7428 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 a large initial "T" and "L".

Tess Lengyel  
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner  
file: CMP/Environmental Review Opinions/2015

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July 22, 2015

Jennifer Chin,  
Administrative Assistant  
Community Development Department  
City of San Leandro  
835 East 14th Street  
San Leandro, CA 94577

SUBJECT: Final Environmental Impact Report (FEIR) for San Leandro Shoreline Development Project

Thank you for the opportunity to review the Final Environmental Impact Report for San Leandro Shoreline Development Project. We have no additional comments on this project. The requirements under the Congestion Management Program Land Use Analysis element are satisfied.

Please contact me at (510) 208-7428 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 a long horizontal stroke extending to the right.

Tess Lengyel  
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner

file: CMP/Environmental Review Opinions/2015

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# Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** September 8, 2015

**SUBJECT:** Legislative Update

**RECOMMENDATION:** Receive an update and approve positions 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

### State Update

The following updates provide information on activities and issues at the state level and include information from Alameda CTC's state lobbyist, Platinum Advisors.

**Transportation Special Session:** As part of the agreement reached on spending priorities in the 2015-16 budget, the Governor formed a special session focusing on funding the state's transportation needs.

On August 19, the Senate Special Session Committee on Transportation & Infrastructure Development held its first hearing on special session bills. The agenda

included several measures introduced by Republican members, but the highlight of the agenda was Senator Beall's SBX 1, which was approved 9-2. SBX 1 proposes a broad range of taxes, fees, and loan repayments that would generate \$4.3 billion in new revenue annually. SBX 3 (Vidak, R), which proposed to redirect high speed rail bond funds, and SBX 9 (Moorlach, R), which would require Caltrans to contract out 50% of its work both failed passage. However, Senator Vidak's SBX 13, which would establish the Office of Transportation Inspector General, was approved. In addition, SBX 12 (Runner, R), which would make the CTC an independent agency and transfer responsibility for the SHOPP to the CTC, was also approved.

On September 1, the Senate Special Session Committee on Transportation & Infrastructure Development held its second hearing on bills, including two proposals to increase funding for transit operators. SBX1-8 (Hill) would double the amount of cap & trade funding currently allocated to transit operations and transit capital projects. The other proposal, SBX1-7 (Allen) would increase the sales tax on diesel fuel sales. The sales tax on diesel fuel is dedicated to the State Transit Assistance program. Both of these bills were approved. Alameda CTC took support positions on both SBX1 8 and SBX 1 7. Attachment B includes a letter from Alameda CTC on priorities regarding the special session discussions on infrastructure. Attachments C and D list bills that have been introduced in the regular and extraordinary sessions and include Alameda CTC's positions on specific bills.

**August Meetings on Infrastructure:** While progress on reaching a deal on funding transportation does not have a clear outcome, the last part of August was filled with activities to focus attention on the need to reach a funding agreement. Governor Brown and Assembly Speaker Toni Atkins, along with a host of supporters from local governments, labor, and business held a press conference at the Port of Oakland to rally efforts on a deal on August 20<sup>th</sup>.

The need for funding has been well defined and the potential solutions range from the taxes and fees proposed in SBX 1 to proposals to redirecting high speed rail funds, cap & trade auction revenue and savings created by trimming Caltrans personnel costs.

In addition, Assemblyman Jim Frazier chaired what a roundtable discussion on transportation funding in Walnut Creek on August 20<sup>th</sup>. While not a specific committee meeting, it was well attended with participating members including Assembly members Susan Bonilla, David Chiu, Jimmy Gomez, Catharine Baker, Katcho Achadjian, and Adrin Nazarian. Speaker Atkins held similar meetings in Los Angeles and Fresno.

The discussion centered on an overview by Caltrans Director Malcolm Dougherty followed by panel presentations from local governments and a panel representing business and labor. The local government panel consisted of Contra Costa Supervisor Candace Anderson, Clayton City Councilmember Julie Pierce, and MTC

Executive Director Steve Heminger. The labor and business panel consisted of CTC Commissioner Bob Alvarado, representing Northern California Carpenters, CTC Commissioner Jim Ghielmetti, representing Signature Homes, Leo Scott (a small business owner), and Jim Wunderman with the Bay Area Council.

While transit has been largely ignored so far in the special session discussions, the Walnut Creek forum was the first opportunity for members to express their interest in providing support for public transit. Assemblywoman Baker underscored the importance of the Bay Area's rail systems (BART, ACE, and CalTrain) in response to Director Dougherty comments about the important role transit plays. In addition, Assemblymember Chiu stressed the need to balance the needs of transit with roadways, and to provide some small portion of funding for transit. The Caltrans Director agreed with the need to invest in transit, but stated that "this" conversation is about addressing infrastructure needs; however, Governor Brown indicated that negotiations will determine whether an investment is made in transit.

The Assembly Select Committee on Bay Area Transportation held a hearing at MTC on August 21<sup>st</sup>. The hearing was well attended with Assembly members Jim Frazier, Rob Bonta, Bill Dodd, Catherine Baker, Bill Quirk, David Chiu, Even Low, and Kevin Mullin present for all or most of the hearing. While there was some overlap, this hearing was not intended to provide any insight or input into the special session. The purpose of this hearing was to provide an overview of accomplishments and the challenges the region's highway and transit systems face. This hearing was unofficially the first step in potentially developing the next Regional Measure 3.

The hearing centered around presentations made by Steven Heminger, Executive Director of MTC, Egon Terplan with SPUR, Michael Cunningham with the Bay Area Council, and Josh Huber with the East Bay Leadership Council. While Mr. Heminger highlighted the significant amount of local taxes dedicated to transportation and transit, he also pointed out the significant shortfall facing roadway maintenance and transit capital needs.

***Governor's Transportation Proposal:*** After myriad discussions and hearings on the needs for additional transportation funding, a proposal from Governor Brown was released on September 3<sup>rd</sup>. The Governor's one page proposal (Attachment E) reflects many of the identified needs at both the state and local levels, including the need for highway repairs, goods movement, local roads, complete streets, transit, and a state and local partnership program. The proposal includes \$3.6 billion in annual funding shared between the state and local uses, and incorporates many reforms and accountability measures. The proposal identifies on-going funding from cap and trade, Caltrans efficiencies, gas and diesel excise taxes and a highway user fee. There is also a one-time general fund contribution of \$879 million for accelerated loan repayment to pay for transit and intercity rail, trade corridors, local traffic congestion relief and state highway repairs. Overall, the one-page document

appears to address many of Alameda CTC needs. It is anticipated that additional details on the proposal will become available in the coming month and staff will report them to the Commission. Once more information is available, staff will present a recommendation to the Commission on this proposal.

**Legislation:** During the last week of August, the Senate and Assembly Appropriations Committees met to determine which legislation would move forward off of the suspense file, and what would be left behind. The following bill was introduced in August and staff recommends a support position on it.

**SBX1 11(Berryhill)** California Environmental Quality Act: exemption: roadway improvement: Existing law provides an exemption from CEQA for local road repair projects undertaken in a county of less than 100,000, and does not cross a waterway or affect any riparian areas, wetlands, or wildlife areas.

SBX 11 would expand this CEQA exemption to apply to any state or local roadway repairs undertaken in any county. A "roadway" is that portion of a highway improved, designed, or ordinarily used for vehicular travel and repairs would be eligible under this bill on previously graded and maintained shoulder that is within a roadway right-of-way of no more than five feet from the edge of the roadway. If passed, this bill would remain in effect only until January 1, 2025. Alameda CTC's legislative program includes supporting, "environmental streamlining and expedited project delivery." Staff recommends a **SUPPORT** position on this bill

## **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).

**MAP-21 Reauthorization Update:** Congress will return from summer recess after Labor Day and renew efforts to address the nation's transportation infrastructure funding needs. Much of July was focused on surface transportation deliberations since the temporary extension of transportation bill was set to expire on July 31.

**Current Three-Month Patch:** On July 29-30, respectively, the House and Senate voted to extend current levels of transportation spending under MAP-21 for three months to October 29. This action averted a transportation funds shutdown by two days. This "patch" is paid for with a transfer of \$8.068 billion from the General Fund to the Highway Trust Fund (HTF) and is off-set through a number of provisions.

**MAP-21 Extensions:** The last multi-year surface transportation reauthorization passed by Congress was MAP-21 in 2012, providing \$105 billion in FY13 and FY14. MAP-21 has been extended several times, most recently via the patch described above. Last year, On April 29, 2014, the Obama Administration released its own transportation proposal,



called the *GROW AMERICA Act*, and updated it this year. It provides \$478 billion over six years. Before signing off on the patch on July 30, the Senate approved its own six-year transportation reauthorization, the *DRIVE Act* (H.R. 22, as amended), making clear it was ready to work with the House and White House on a long-term bill.

**The *DRIVE Act*:** Though the House has had extensive hearings, it has not yet developed its own legislative vehicle, so the Senate's *DRIVE Act* may serve as the basis of what might eventually become law. This six year bill (with three years of funding) was authored by Senate Environment and Public Works Committee Chairman James Inhofe and Ranking Member Barbara Boxer. House Transportation and Infrastructure Committee Chairman Bill Shuster and Ways and Means Chairman Paul Ryan have said that they are committed to working towards passage of a six-year bill..

*DRIVE*, ("Developing a Reliable and Innovative Vision for the Economy Act," is a collaborative effort of all the Senate Committees with transportation jurisdiction. It includes about \$46 billion in "pay-fors" from a variety of sources to address the gap in Highway Trust Fund spending. The bill maintains the core Federal-aid highway programs such as the Surface Transportation Program (STP), the National Highway Performance Program, and the Congestion Mitigation and Air Quality Improvement Program (CMAQ), while increasing the amounts each state will receive each fiscal year. The share of STP funds to be suballocated to MPOs would be increased from 50% to 55%, but because additional money is set aside from STP to maintain and improve off-system bridges, the total amount of STP funds for MPOs would decline by about 7 percent from current levels. A bipartisan amendment from two former mayors, Senators Roger Wicker and Cory Booker, would have raised the STP suballocation to MPOs from 55% to 67%. This issue will likely be revisited during fall House-Senate deliberations.

Several programs are established and/or modified under the *DRIVE Act*, including:

- Assistance for Major Projects program to provide grants for projects that will have a significant impact on a region or the Nation. It would require FHWA to submit a list of eligible projects between \$700 million and \$1.4 billion to the House and Senate authorizing committees each year. Those committees would then approve about \$350 million of those projects.
- National freight program, funded from almost \$1 to \$2.5 billion throughout the authorization.
- TIFIA loan and credit program would be reduced from its current level of \$1 billion, down to just \$300 million, though TOD would become an eligible expenditure. That will likely be reconsidered if stable six year funding is included in the final package.
- Environmental streamlining provisions to make the NEPA process more efficient.
- Transportation Alternatives Program (TAP) would be slightly increased to \$850 million, and have 100% of its funding allocated to MPOs, as opposed to just 50% currently.

- TIGER program, which has always been funded by appropriations and has not been previously authorized, is not addressed in DRIVE but many TIGER projects would be eligible for the Assistance to Major Projects program discussed above.
- Intercity passenger rail policy is included in the surface transportation bill for the first time as part of a transportation reauthorization, which would help secure more reliable funding for Amtrak.
- Mass Transit Funding: Funding for public transit overall would increase by nearly \$2 billion over MAP-21 levels, with \$9.2 billion available from the Mass Transit Account in FY16, with increases to \$10.6 billion by FY21.
  - Bus and Bus Facilities discretionary grant program would be restored with \$180 million in FY16, with a \$55 million set-aside for "no or low-emission grants."
  - Bus and Bus Facilities formula program, would receive \$430.8 million in FY16, with increases to \$625.5 million in FY21. Urbanized Area Formula grants would increase by \$862 million under the *DRIVE Act*
  - Capital Investment Grants, would increase by 7.5%, or \$162 million, in FY16. FY16 funding for Capital Investment Grants, which include New Starts and Small Starts, would be \$2.3 billion in FY16, with increases to \$2.6 billion by FY21.

**Federal Legislative Visit:** On July 27-29, Alameda CTC went to Washington D.C. for a legislative advocacy effort. During the time there, key discussions at the nation's capital were focused on a short-term extension of MAP 21, which was set to expire at the end of July. Alameda CTC visited the following congressional members and agencies during the visit:

#### Congressional Member Meetings:

- Senator Barbara Boxer
- Congressman Eric Swalwell
- Congresswoman Janice Hahn (sponsor of goods movement legislation)
- Congressman Mike Honda
- Congresswoman Barbara Lee

#### Agency/Committee/Organization Meetings

- Department of Transportation, Office of Transportation Policy
- Federal Transportation Administration
- House Committee on Transportation and Infrastructure; met with professional staff working for both the majority and minority parties
- National Association of Counties
- National Association of Regional Councils

Key messages during the legislative visits focused on the following:

- **Increase Transportation Funding Resources:** New, reliable and increased funding streams are essential for America's mobility and economic strength.
- Create reliable, long-term funding streams. The gas tax has not been increased since 1993 and has lost almost 37 percent of its buying power since then.
- Alameda CTC supports increasing gas tax or testing new methods for generating transportation dollars, such as Vehicle Miles Traveled, expanded user fees, or sales taxes on top of excise taxes.
- Reward Self-Help States like California that invest \$3-4 billion per year in transportation from local sales tax measures that fund transportation – we have 2/3 voter hurdle to cross.
  - At the regional level, we anticipate funding 80% of our share from local sales tax and other local sources.
  - In 2006, voters passed infrastructure bonds, including almost \$20 billion for transportation. Part of this included a State and Local Partnership Program<sup>1</sup> which rewards those counties that have sales tax measures with dollar to dollar matching funds, based upon revenues generated. \$1 billion in state matching funds generated almost \$11 billion in projects.
- In November 2014, voters approved \$8 billion in new investments in our county – doubling local funding, which passed with over 70%. Rewarding states that bring local revenues can grow the overall funding pie, especially if there are federal incentives to do so.
- **Support Goods Movement with Dedicated Funding:** Alameda County provides a gateway to the world and the entry point for goods that cross the country all the way to Chicago and New Orleans.
  - The Port of Oakland is the 5<sup>th</sup> busiest port in the nation and supports more than 73,000 jobs in the region and impacts over 800,000 jobs nationwide. Federal gateways such as the Port offer tremendous economic opportunities
  - Efficient goods movement is becoming increasingly important as the population grows and global trade increases. Goods movement industries create good paying jobs, expand the tax base and support the nation's economy. Goods movement and passenger rail often share same corridors and both are important to our growing economy.
  - Through our local sales tax measure and state funds, we have invested in more than \$1 Billion in highways and rail lines: half a billion in I-880 corridor,

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<sup>1</sup> SLPP program guidelines: [http://www.catc.ca.gov/programs/SLPP/SLPP\\_2010\\_2011\\_Final\\_Guidelines.pdf](http://www.catc.ca.gov/programs/SLPP/SLPP_2010_2011_Final_Guidelines.pdf)

I-580, I-680, I-238 – all US interstates in the Bay Area are in Alameda County, except I-280.

- In 2014, voters approved direct funding for Goods Movement – almost \$2.6 billion.
  - Support dedicated funding in the next transportation bill to address both freight (truck, rail, intermodal) and passenger rail needs that link with other multi-modal systems to drive the economy.
- **Support Metro-Mobility – Major Transit Investments:** Invest in transportation to link transportation, housing and jobs to reduce greenhouse gas emissions (GHG).
  - Metro-Mobility: As we move forward with more dense development in our communities to accommodate growth and reduce fuel consumption and emissions, multi-modal systems play an integral part in doing so, and planning for goods delivery in these communities is paramount
    - Provide high quality and connected systems that offer choices: Transit, roads, highways, freight - Rapids, OAC, BRT, BART, ACE
    - Support major transit investments that move people, reduce emissions and spur the economy. Almost 100 million boarding on transit are made in Alameda County each year, providing access to jobs and education. Just under 50% of the entire BART system stations are in Alamedas County (22 of 46). Businesses seek locations near transit to provide options to employees to get to work.
    - Address senior issues: In Alameda County, by 2030, we will see a 170% increase in senior population - some examples of travel training, mobility coordination, senior shuttles.
  - In the Bay Area, federal funds are linked to sustainable communities to expand choices, while supporting reductions in the use of single auto trips. We support continued flexibility with STP/CMAQ funds to support these investments.
  - Support emerging technologies in the transportation industry to reduce GHG emissions such as alternative fueling, new technologies, and research.

**Federal Legislation:** Each month, staff brings legislative updates and positions on bills that are relevant to Alameda CTC's adopted legislative program. The following federal bills are related to Alameda CTC's adopted program and staff recommends support positions on both of these bills.

[HR 935: National Freight Network Trust Fund Act of 2015](#): H.R. 935 would provide a guaranteed, dedicated funding stream for vital improvements to the road and rail network used to move goods to and from the nation's ports and across the country to

businesses and consumers. The legislation is bipartisan and would provide approximately \$2 billion annually in funding for infrastructure projects along the National Freight Network with no new taxes or fees.

The bill creates a National Freight Network Trust Fund and deposits 5% of all import duties collected by Customs and Border Protection (CBP) at U.S. ports of entry into the Fund to be spent only on freight transportation infrastructure.

HR 935 establishes a grant program in the Department of Transportation, under which the Secretary of Transportation shall make grants to states, regional or local transportation organizations, or port authorities to assist projects that improve the performance of the national freight network. Directs the Secretary to evaluate and select projects on a competitive basis by considering their potential to:

- generate national economic benefits,
- improve the performance of key corridors and gateways,
- reduce congestion,
- improve transportation safety, and
- enhance the network.

HR 935 requires the Secretary to update the national freight network every five years. Alameda CTC's 2015 legislative platform, "supports a designated funding stream for goods movement." Staff recommends a **SUPPORT** position on this bill, which will be taken up during discussions this fall on the larger surface transportation bill that is set to expire on September 29.

[HR 198: MOVE Freight Act of 2015](#): HR 198 would create a national plan for moving goods efficiently by road, rail, water, and air. The MOVE Freight Act would also expand the definition of the national freight network to include rail, navigable waterways, inland ports, seaports, freight intermodal connectors, airports, and aerotropolis transportation systems, helping to establish a truly modern freight policy and ensuring U.S. global competitiveness. Current law defines the Primary National Freight Network as highways, and does not include the multi-modal system proposed in this bill.

HR 198 directs the Secretary of Transportation (DOT) to establish a national freight network for efficient movement of freight on highways (as currently), railways, and navigable waterways, as well as into and out of inland ports, seaports, and airports.

Alameda CTC's 2015 legislative platform supports multi-modal transportation systems and "goods movement policies that enhance Bay Area goods movement planning, funding, delivery and advocacy." The Bay Area goods movement network is very multimodal, including global gateways, such as the Port of Oakland and Oakland International Airport; Inter and Intra-regional systems, including interstates and rail lines; and our local goods movement delivery system of arterials and local roads. Staff recommends a **SUPPORT** position on this bill, which will also be taken up during discussions this fall on the larger surface transportation bill that is set to expire on September 29.

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

**Attachments**

- A. Alameda CTC 2014 Legislation Program
- B. Letter to Chairs of Extraordinary Session on Infrastructure Legislative Members from Senate and Assembly
- C. Alameda CTC Legislative Positions and Bill Status
- D. Transportation Infrastructure Extraordinary Session Bills, Positions and Status
- E. Governor Brown one-page transportation proposal

**Staff Contact**

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



## 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](http://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 measureable 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
<b>Transportation Funding</b>	Increase transportation funding	<ul style="list-style-type: none"> <li>• Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures.</li> <li>• 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.</li> <li>• Support efforts that protect against transportation funding diversions.</li> </ul>
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs.</li> <li>• Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.</li> <li>• Support efforts that streamline financing and delivery of transportation projects and programs.</li> <li>• Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.</li> <li>• Seek, acquire, and implement grants to advance project and program delivery.</li> </ul>
<b>Project Delivery</b>	Advance innovative project delivery	<ul style="list-style-type: none"> <li>• Support environmental streamlining and expedited project delivery.</li> <li>• Support contracting flexibility and innovative project delivery methods.</li> <li>• Support high-occupancy vehicle/toll lane expansion in Alameda County and the Bay Area, implementation of AB 1811, and efforts that promote effective implementation.</li> <li>• Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.</li> </ul>
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> <li>• Support efforts that reduce project and program implementation costs.</li> <li>• Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.</li> </ul>
<b>Multimodal Transportation and Land Use</b>	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> <li>• Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs.</li> <li>• Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs).</li> <li>• Support innovative financing opportunities to fund TOD and PDA implementation.</li> </ul>
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education.</li> <li>• Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.</li> </ul>

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



**Commission Chair**

Supervisor Scott Haggerty, District 1

**Commission Vice Chair**Vice Mayor Rebecca Kaplan,  
City of Oakland**AC Transit**

Director Elsa Ortiz

**Alameda County**Supervisor Richard Valle, District 2  
Supervisor Wilma Chan, District 3  
Supervisor Nate Miley, District 4  
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Mayor Jerry Thorne

**City of San Leandro**

Mayor Pauline Cutter

**City of Union City**

Mayor Carol Dutra-Vernaci

**Executive Director**

Arthur L. Dao

August 17, 2015

Senator Jim Beall,  
State Capitol, Room 5066  
Sacramento, CA 95814Assemblyman Jim Frazier  
State Capitol, Room 3091  
Sacramento, CA 95814

RE: Transportation Special Funding Priorities

Dear Senator Beall and Assemblyman Frazier:

As Chairman of the Alameda County Transportation Commission (Alameda CTC), I am writing to express Alameda CTC's support for your efforts to enact legislation that will provide a significant and overdue investment in California's transportation system.

The Alameda CTC is keenly aware of severe funding needs to preserve our existing state, local and mass transportation system. While several measures have been introduced to date in the special session that reflects Alameda CTC's priorities, we urge you to include the following items as the basis for a comprehensive funding package.

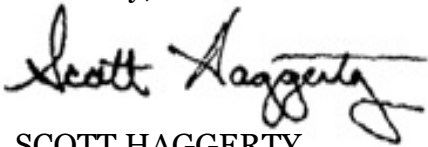
- **It is vital that any package make a significant investment in maintaining the transportation system.** The needs are great, and it is critical that a long term, stable funding source be implemented to prevent further erosion of the existing transportation system. These revenues should be shared equally between state and local priorities.
- **Continued economic vitality rests with providing an efficient goods movement system.** The investment plan should include investing in improving goods movement to the state's ports as well as along key goods movement corridors. These investments will not only improve economic development opportunities, but also provide air quality and congestion relief in disadvantaged communities.
- **A new investment plan should leverage local tax revenue.** Local taxes dedicated to transportation investments exceed \$4 billion

annually. Investment in a State and Local Partnership Program (SLPP) not only leverages these local dollars, but provides an incentive for counties without a local tax program to establish one. Proposition 1B included \$1 billion for a SLPP. Alameda CTC urges you to include a similar program that is open to all counties.

- **The investment plan must address investment needs of the entire transportation system.** The public transit infrastructure shortfall is equally as urgent as the funding crisis affecting maintenance and rehabilitation needs of state highways and local streets and roads. Mass transit is a critical component in our transportation system. It expands the capacity of our existing system and provides a critical role in meeting regional vehicle trip reduction goals. This includes vital interregional passenger rail links such as a potential BART/ACE intermodal connector in the Tri-Valley. Any transportation funding package should not overlook and should support mass transit investment needs.

Alameda CTC urges your consideration of a legislative package that addresses these priorities. The priorities listed above will provide a lasting solution that will make needed investments in our transportation system and will be an investment in California's economic vitality for decades to come. Therefore, on behalf of the Alameda CTC, thank you for your leadership, and we look forward to working with you as a transportation package is developed.

Sincerely,



SCOTT HAGGERTY

Alameda County Supervisor - District 1

Alameda County Transportation Commission Chair

CC: Senate President Pro Tempore, Kevin de Leon  
Assembly Speaker Toni Atkins  
Members and Consultant to the Senate Committee on Transportation & Infrastructure Development  
Members and Consultant to the Assembly Committee on Transportation & Infrastructure Development  
Alameda County Legislative Delegation  
Brian Kelly, Secretary, California State Transportation Agency  
Steven Wallach, Platinum Advisors

August 31, 2015

Bills	Subject	Status	Client - Position
<b>AB 4</b> <b>(Linder R)</b> Vehicle weight fees: transportation bond debt service.	<p>This bill would prohibit the use of weight fee revenue from being used to pay for transportation bond debt service until January 1, 2020. The gas tax swap legislation including a roundabout transfer of weight fee revenue from the State Highway Account to the Transportation Debt Service Fund in order to alleviate pressure on the general fund. Now the state revenues are looking positive, AB 4 would end this practice for four years.</p> <p>This measure is similar to several bills introduced last year that were held in the fiscal committees.</p>	ASSEMBLY TRANS – Two Year Bill.	
<b>AB 194</b> <b>(Frazier D)</b> High-occupancy toll lanes.	<p>AB 194 would authorize Caltrans or a regional transportation agency to seek the approval of the CTC to build and operate express lanes, convert an existing HOV lane into an express lane, or other toll facilities. AB 194 was recently amended to consolidate the provisions authorizing Caltrans and regional agencies to seek CTC approval into a single section.</p> <p>AB 194 defines a regional transportation agency to include any local or regional transportation entity, or commission defined in statute. In addition, a joint powers authority may apply with the consent of the regional transportation agency.</p> <p>AB 194 was amended to specifically require a regional transportation agency to give a local transportation sales tax authority the option to enter into an agreement to govern a toll project and authorizes a local transportation agency to be the lead agency for constructing these projects.</p>	SENATE FLOOR	Support

<b>AB 227</b> <b>(Alejo D)</b> Transportation funding	AB 227 was unanimously approved by the Assembly Transportation Committee, but due to the general fund impacts it was placed on the Budget Committee's Suspense File. The bill proposes the following changes to transportation funding: <ul style="list-style-type: none"> <li>• Halt the use of truck weight fees for debt service payments,</li> <li>• Require all loans made to the general fund from transportation accounts to be repaid by December 31, 2018,</li> <li>• Halt the diversion of "Non-Article 19" funds to transportation debt service,</li> <li>• Specify that all swap excise tax revenue would be allocated 44% to the STIP, 12% to the SHOPP, and 44% to cities and counties for local streets and roads.</li> </ul>	ASSEMBLY BUDGET – Suspense File Two-Year Bill	
<b>AB 464</b> <b>(Mullin D)</b> Transactions and use taxes: maximum combined rate	<p>Existing law caps the cumulative total amount of locally imposed sales taxes at 2%. However, many counties, including Alameda, are currently at that limit. AB 464 would amend existing to adjust the cap up to 3%.</p> <p>Governor Brown vetoed this measure. While his veto message stated he supported increases for specific counties (i.e. Alameda County), he was reluctant to increase for all given the number of taxes being discussed for the 2016 ballot.</p>	VETOED	SUPPORT
<b>AB 516</b> <b>(Mullin D)</b> Vehicles: temporary license plates	AB 516 would require the DMV to develop a system that issues a temporary license plate that would be installed when a vehicle is sold. The purpose of the bill is to improve the ability to identify vehicles and eliminate any reason for a vehicle to be driven without a plate.	SENATE FLOOR	SUPPORT

<b>AB 518</b> <b>(Frazier D)</b> Department of Transportation.	<p>Under existing law Caltrans is required to execute a fund transfer agreement within 90 days if there are deficiencies found in the pre-award audit. Caltrans is also required to annually report to the Legislature on the number of agreements entered and the number of agreements that took longer than 90 days.</p> <p>AB 518 would repeal the requirement for Caltrans to annually report to the Legislature about these fund transfer agreements.</p>	ASSEMBLY TRANS – Two-Year Bill	
<b>AB 902</b> <b>(Bloom D)</b> Traffic violations: diversion programs	<p>AB 902 would authorize a local authority to allow an individual regardless of age who committed a traffic offense not involving a vehicle, such as while bicycling, to attend a diversion program instead of paying a fine.</p>	ENROLLMENT	SUPPORT
<b>AB 1098</b> <b>(Bloom D)</b> Transportation: congestion management	<p>AB 1098 makes numerous changes to the congestion management program in an effort to update this law to be more consistent with current planning goals, and the shift from a level of service measurement to a vehicle miles travelled evaluation.</p> <p>Given the complexity of the changes proposed in this bill, Assemblyman Bloom is expected to make AB 1098 a two-year bill in order to provide time to work with OPR, congestion management agencies, and environmental groups.</p>	ASSEMBLY TRANS. – Two-Year Bill	
<b>AB 1265</b> <b>(Perea D)</b> Transportation projects: comprehensive development lease agreements.	<p>AB 1265 remains in the Assembly Appropriations Committee, and will not be moving this year.</p> <p>This bill extends, until January 1, 2030, the sunset date on provisions authorizing public-private partnership (P3) agreements for transportation projects. The bill originally proposed to repeal the existing January 1, 2017, sunset, but it was amended on April 29<sup>th</sup> to extend the sunset date to 2030 and make other technical and clarifying changes.</p> <p>Current law authorizes a regional transportation agency to seek approval from the CTC to enter</p>	ASSEMBLY APPR – Two-Year Bill	

	into public-private partnership to build toll facilities. AB 1265 uses the same definition of regional transportation agency as the definition used in AB 194.		
<b>AB 1335</b> <b>(Atkins D)</b> Building Homes and Jobs Act.	AB 1335 would enact the Building Homes and Jobs Act. Similar to an effort by Senator DeSaulnier, this bill would impose a \$75 fee on recording specified real estate documents. The revenue generated would be used to fund low income housing projects.	ASSEMBLY FLOOR	SUPPORT
<b>AB 1347</b> <b>(Chiu D)</b> Public contracts: claims.	AB 1347 would establish, until January 1, 2019, a claims resolution process for public works contracts entered into on or after January 1, 2016, by which a general contractor may seek public agency review of the claim.	SENATE FLOOR	
<b>ACA 4</b> <b>(Frazier D)</b> Local government transportation projects: special taxes: voter approval.	ACA 4 would amend the Constitution to lower the approval threshold to impose a special sales tax that provides funding for local transportation project to 55%. Local transportation projects are defined to include the funding needs for local streets and roads, state highways and freeways, and public transit systems. ACA 4 does not lower the voter threshold for parcel taxes.	ASSEMBLY APPR.	SUPPORT
<b>SB 9</b> <b>(Beall D)</b> Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.	Recent amendments remove provision in SB 9 that split the funds in the Transit Capital & Intercity Rail Program between projects with a cost in excess of \$100 million and projects with a cost less than \$100 million. As currently drafted SB 9 makes the following beneficial changes to the Transit Capital & Intercity Rail Program: <ul style="list-style-type: none"> <li>• Requires CalSTA to consider the extent to which a project reduces GHG emissions in selecting projects for funding.</li> <li>• Clarifies eligible applicants include bus, rail, and ferry operators.</li> <li>• Requires CalSTA, by July 1, 2016, to develop a five-year estimate of revenues of the program in annual increments and adopt an initial program of projects for those five years.</li> <li>• Authorizes CalSTA to enter into and execute a multiyear funding agreement</li> </ul>	ASSEMBLY FLOOR	

	<p>with an eligible applicant for a multiyear project.</p> <ul style="list-style-type: none"> <li>• Authorizes a lead applicant agency to apply to CTC for a letter of no prejudice in order to allow the lead applicant to expend their own funds for the project and be eligible for future reimbursement.</li> </ul>		
<p><b>SB 16</b> <b>(Beall D)</b> Department of Transportation.</p>	<p>SB 16 is the Senate’s proposed transportation funding program that would generate up to \$3.6 billion annually over the next 5 years. The funds would primarily be used to fund state highway and local and street and road maintenance needs. This funding plan would remain in place through the 2019-2020 fiscal year, unless it is extended by the Legislature.</p> <p>New revenues would be generated by increasing the excise tax on gasoline (10 cents) and diesel fuel (12 cents), a .35% increase in the Vehicles License Fee would be phased in, vehicle registration fees would increase by \$35 and by \$100 for alternatively fueled vehicles. In addition, SB 16 would phase out the use of truck weight fees for bond debt service, thus returning these funds to transportation uses.</p> <p>SB 16 would dedicate 5% of the funds toward an incentive program to encourage new local transportation sales tax programs – counties with an existing sales tax program are eligible for these funds. The remaining funds are split between Caltrans maintenance projects and local street and road projects.</p>	SENATE FLOOR	Support
<p><b>SB 34</b> <b>(Hill D)</b> Automated license plate recognition</p>	<p>SB 34 is the reintroduction of SB 893 from last session. This bill would impose specified restrictions on the use and storage of information collected by Automated License Plate Recognition systems.</p>	ASSEMBLY FLOOR	
<p><b>SB 39</b> <b>(Pavley D)</b> Vehicles: high-occupancy vehicle lanes.</p>	<p>Existing law allows the Department of Motor Vehicles to issue up to 70,000 green stickers exempting specified vehicles from HOV lane occupancy requirements.</p> <p>SB 39 was amended to increase the number of</p>	ASSEMBLY TRANS – Two-Year Bill	

	<p>green stickers that can be issued from 70,000 to 85,000 stickers.</p> <p>This bill is unlikely to move forward because this issue has been incorporated into the budget. Both the Senate and Assembly have adopted budget trailer bill language to increase the number of stickers to 85,000.</p>		
<p><b>SB 254</b> <b>(Allen D)</b> State highways: relinquishment.</p>	<p>SB 254 was amended to include the legislature's proposal to streamline the relinquishment process.</p> <p>Existing law requires legislative approval to relinquish any state highway segment to local control. SB 254 would streamline this process by authorizing the California Transportation Commission to relinquish portions of the state highway system to a county or city without legislative action.</p> <p>Specifically, SB 254 would allow the CTC to relinquish any portion of the state highway once Caltrans has entered into an agreement with the recipient of the highway segment and has placed the highway in a state of good repair.</p>	ASSEMBLY TRANS – Two-Year Bill	OPPOSE
<p><b>SB 321</b> <b>(Beall D)</b> Motor vehicle fuel taxes: rates: adjustments.</p>	<p>SB 321 is intended to smooth out the up and down spikes to the excise tax adjustment that result from volatile fuel prices.</p> <p>In short, this bill would allow the BOE to forecast the revenue neutrality calculation based on a five year horizon, rather than the current one year outlook. According to the bill the BOE could also phase in any adjust over three years, as well as authorize the BOE to update the rate on a quarterly rather than an annual basis if conditions warrant.</p>	ASSEMBLY FLOOR	SUPPORT





September 1, 2015

Transportation Special Session Legislation

Bills	Subject	Status	Client - Position
<b>ABX1 1</b> <b>(Alejo D)</b> Transportation funding.	<p>ABX 1 is the reintroduction of AB 227, which was held in the Assembly Budget Committee due to the impact the bill would have on the general fund. ABX 1 includes the following provisions:</p> <ul style="list-style-type: none"> <li>• Halt the use of truck weight fees for debt service payments,</li> <li>• Require all loans made to the general fund from transportation accounts to be repaid by December 31, 2018,</li> <li>• Halt the diversion of “Non-Article 19” funds to transportation debt service,</li> <li>• Specify that all swap excise tax revenue would be allocated 44% to the STIP, 12% to the SHOPP, and 44% to cities and counties for local streets and roads.</li> </ul> <p>While ABX 1 halts the transfer of weight fees to the general fund, it does not provided a backfill to the general fund.</p>	ASSEMBLY PRINT	
<b>ABX1 2</b> <b>(Perea D)</b> Transportation projects: comprehensive development lease agreements.	<p>ABX 2 would repeal the sunset date on the CTC’s authority to approve public-private partnership projects.</p> <p>Current law authorizes a regional transportation agency to seek approval from the CTC to enter into public-private partnership to build toll facilities. ABX 2 would repeal the existing January 1, 2017 sunset date on this authority.</p>	ASSEMBLY PRINT	
<b>ABX1 3</b> <b>(Frazier D)</b> Transportation funding.	<p>ABX 3 is a spot bill that contains legislative intent language to enact permanent and sustainable sources of funding to repair state and local roadways.</p> <p>Similar to two Senate vehicles ABX 3 and ABX 4 have moved to the second house as potential vehicles for an agreement.</p>	SENATE DESK	

<b>ABX1 4</b> <b>(Frazier D)</b> Transportation funding.	ABX 4 is another spot bill that includes intent language to enact sustainable funding sources to improve the state's key trade corridors and support local efforts to repair and improve local transportation infrastructure.  Similar to two Senate vehicles ABX 3 and ABX 4 have moved to the second house as potential vehicles for an agreement.	SENATE DESK	
<b>ABX1 5</b> <b>(Hernández, Roger D)</b> Income taxes: credits: low-income housing: farmworker housing assistance.	ABX 5 makes several changes that would increase the amount of tax credits that could be allocated by the California Tax Credit Allocation Committee to farmworker housing projects. The bill would increase the amount of tax credits allocated to farmworker housing from \$500,000 to \$25 million annually. The bill would also state that qualified projects can include not less than 50% farmworker residents.	ASSEMBLY PRINT	
<b>ABX1 6</b> <b>(Hernández, Roger D)</b> Affordable Housing and Sustainable Communities Program.	ABX 6 would dedicated 20% of the funds allocated to the Affordable Housing & Sustainable Communities Program to projects located in rural areas, and requires 50% of the rural set aside must be used for affordable housing projects.	ASSEMBLY PRINT	
<b>ABX1 7</b> <b>(Nazarian D)</b> Public transit: funding.	ABX 7 would increase the share of cap & trade funds dedicated to transit. The bill would increase the amount allocated to the Low Carbon Transit Operations Program from 5% to 10%, and increase the amount allocated to the Transit & Intercity Rail Capital Program from 10% to 20%.	ASSEMBLY PRINT	Alameda CTC - SUPPORT
<b>ABX1 8</b> <b>(Chiu D)</b> Diesel sales and use tax.	Starting on July 1, 2016, ABX 8 would impose a sales tax on diesel fuel sales of 5.25%. This revenue would be deposited into the Public Transportation Account and allocated to operators through the State Transit Assistance formula.  The bill would also sunset the existing 1.75% gas tax swap add-on sales tax imposed on diesel fuel sales on July 1, 2016. Thus replacing the existing 1.75% rate with the 5.25% rate.	ASSEMBLY PRINT	Alameda CTC - SUPPORT

<b><u>ABX1 9</u></b> <b>(Levine D)</b> Richmond-San Rafael Bridge.	Would require Caltrans, as soon as practically feasible, but no later than September 30, 2015, to implement an operational improvement project that temporarily restores the third eastbound lane on State Highway Route 580 on the Richmond-San Rafael to automobile traffic and temporarily converts a specified portion of an existing one-way bicycle lane along the north side of State Highway Route 580 in the County of Contra Costa into a bidirectional bicycle and pedestrian lane.	ASSEMBLY PRINT	
<b><u>ABX1 10</u></b> <b>(Levine D)</b> Public works: contracts: extra compensation.	Would provide that a state entity in a megainfrastructure project contract may not provide for the payment of extra compensation to the contractor until the megainfrastructure project has been completed and an independent third party has verified that the megainfrastructure project meets all architectural or engineering plans and safety specifications of the contract. A megainfrastructure project is a construction project that cost more than \$1 billion.	ASSEMBLY PRINT	
<b><u>ABX1 11</u></b> <b>(Gray D)</b> Transportation projects: County of Merced: campus parkway project.	This bill would appropriate \$97,600,000 from the General Fund to the Merced County Association of Governments for construction of phase 2 and 3 of the Campus Parkway Project.	ASSEMBLY PRINT	
<b><u>ABX1 12</u></b> <b>(Nazarian D)</b> Los Angeles County Metropolitan Transportation Authority.	Would authorize the Los Angeles County Metropolitan Transportation Authority to enter into agreements with private entities for certain transportation projects in Los Angeles County, including on the state highway system, which could include imposing tolls and user fees for use of those projects.	ASSEMBLY PRINT	
<b><u>ABX1 13</u></b> <b>(Grove R)</b> Greenhouse Gas Reduction Fund: streets and highways.	This bill would reduce from 20% to 10% the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half. This bill would also direct 50% of cap & trade revenue to roadway maintenance projects – half would be allocated to Caltrans and half would be split between cities and counties.	ASSEMBLY PRINT	
<b><u>ABX1 14</u></b> <b>(Waldron R)</b> State Highway Operation and	This bill would continuously appropriate \$1 billion from the General Fund, with 50% to be made available to Caltrans for SHOPP projects, and 50% to be made available to the Controller for	ASSEMBLY PRINT	

Protection Program: local streets and roads: appropriation.	apportionment to cities and counties for street and road purposes.		
<b><u>ABX1 15</u></b> <b>(Patterson R)</b> State Highway Operation and Protection Program: local streets and roads: appropriation.	This bill would reduce Caltrans' existing Capital Outlay Support budget of \$663,287,000 by \$500 million. This \$500 million would be split with 50% allocated to the SHOPP and 50% split between cities and counties for local streets and roads maintenance projects.	ASSEMBLY PRINT	
<b><u>ABX1 16</u></b> <b>(Patterson R)</b> State highways: transfer to local agencies: pilot program.	This bill would require Caltrans to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county.	ASSEMBLY PRINT	
<b><u>ABX1 17</u></b> <b>(Achadjian R)</b> Greenhouse Gas Reduction Fund: state highway operation and protection program.	This bill, beginning in the 2016-17 fiscal year, would continuously appropriate 25% of cap & trade revenue to fund projects in the state highway operation and protection program.	ASSEMBLY PRINT	
<b><u>ABX1 18</u></b> <b>(Linder R)</b> Vehicle weight fees: transportation bond debt service.	This bill would prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.	ASSEMBLY PRINT	
<b><u>ABX1 19</u></b> <b>(Linder R)</b> California Transportation Commission.	This bill would make the CTC an independent agency, separate from the California Transportation Agency.	ASSEMBLY PRINT	
<b><u>ABX1 20</u></b> <b>(Gaines, Beth R)</b> State government: elimination of vacant positions: transportation: appropriation.	<p>This bill would require the Department of Human Resources to eliminate 25% of the vacant positions in state government that are funded by the General Fund.</p> <p>This bill would also continuously appropriate from the General Fund \$685 million. Half of these funds would be allocated to Caltrans for SHOPP projects, and half would be split between cities and counties.</p>	ASSEMBLY PRINT	

<p><b>SBX1 1</b> <b>(Beall D)</b> Transportation funding.</p>	<p>This bill was approved on a party line vote by the Senate Committee on Transportation &amp; Infrastructure. SBX 1 is the Senate Democrat's transportation funding proposal that would generate up to \$4.3 billion annually in new revenue. The funds would primarily be used to fund state highway and local and street and road maintenance needs.</p> <p>SBX 1 includes the following provisions:</p> <ul style="list-style-type: none"> <li>• Gasoline excise tax increased by 12 cents.</li> <li>• Diesel excise tax increases by 22 cents. Of this amount 12 cents is dedicated to trade corridor improvement projects.</li> <li>• Eliminates the BOE's annual true-up of the gas tax swap and replaces it with a fixed swap excise tax of 17 cents that would be adjusted for inflation by the BOE every three years.</li> <li>• Expands the allowable use of these funds by cities and counties to include maintenance and rehabilitation, safety projects, grade separation projects, and <i>active transportation projects associated with any other allowable project</i>.</li> <li>• If a city or county has a pavement condition index of 85 or higher then it could use the funds any transportation purpose.</li> <li>• Imposes a \$35 "Road Access Charge". This is in addition to the vehicle registration fee increase of \$100 on alternative fueled vehicles and \$35 on all other vehicles.</li> <li>• The \$35 Road Access Charge would be deposited into the Road Maintenance and Rehabilitation Account, and the weight fee revenue would continue to be used for debt payments in order to eliminate any general fund impact.</li> <li>• 5% dedicated to the State and Local Partnership Program (SLPP), which can be matched by counties that currently do not have a local transportation sales tax.</li> <li>• The sunset date is deleted.</li> </ul> <p>The funds would be equally split between Caltrans maintenance projects and local street and road projects. Half the funds allocate to cities and</p>	<p>SENATE APPR</p>	<p>Alameda CTC - SUPPORT</p>
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	counties is split equally, with the city share being allocated on a per capita basis and the county share being allocated pursuant to the HUTA formula, which is based on registered vehicles and road miles.		
<b><u>SBX1 2</u></b> <b>(Huff R)</b> Greenhouse Gas Reduction Fund.	<p>SBX 2 is part of the Senate Republican Caucuses proposal to direct cap &amp; trade auction revenue to transportation projects. It is estimated that this would direct \$1.9 billion to transportation projects.</p> <p>SBX 2 would direct all auction proceeds that are derived from including transportation fuels in the cap &amp; trade program shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but not high speed rail.</p>	SENATE T. & I.D. – September 1	
<b><u>SBX1 3</u></b> <b>(Vidak R)</b> Transportation bonds: highway, street, and road projects.	<p>SBX 3 failed passage in the Senate Transportation &amp; Infrastructure Committee. This bill would halt the use of existing bonds for construction of the high speed rail system, and redirect the use of unsold bonds to state and local transportation projects. The bill would make the following changes:</p> <ul style="list-style-type: none"> <li>• Use any outstanding bond proceeds to pay off the debt of those bonds.</li> <li>• Use any unissued bonds for transportation projects whereby 50% is appropriated to Caltrans for highway maintenance and new construction, and 50% to a new program in Caltrans to fund the repair and new construction of local streets and roads.</li> </ul>	SENATE T. & I.D. – Failed Passage	
<b><u>SBX1 4</u></b> <b>(Beall D)</b> Transportation funding.	<p>SBX 4 is spot bill that includes legislative intent language to establish a permanent and sustainable funding source to maintain and repair state highways, local roads, bridges and other critical infrastructure.</p> <p>SBX 4 has procedurally been moved to the Third Reading File without being heard in a policy committee.</p>	SENATE THIRD READING	
<b><u>SBX1 5</u></b> <b>(Beall D)</b> Transportation funding.	SBX 5 is a spot bill with legislative intent language to establish a sustainable funding source to improve the state key trade corridors and support efforts by local governments to repair and improve local	SENATE THIRD READING	

	<p>transportation infrastructure.</p> <p>SBX 5 has also been moved to the Senate Third Reading File without a policy committee hearing.</p>		
<p><b>SBX1 6</b> <b>(Runner R)</b> Greenhouse Gas Reduction Fund: transportation expenditures.</p>	<p>SBX 6 makes two significant changes. First, it would delete the continuous appropriation of 25% of cap &amp; trade funds to the High Speed Rail Authority.</p> <p>Second, after the allocations are made to the Low Carbon Transit Operations Program, Transit &amp; Intercity Rail Program, and the Affordable Housing &amp; Sustainable Communities Program, the remaining 65% would be continuously appropriated to the CTC. The CTC would allocate the funds to high-priority transportation projects with 40% to state highway projects, 40% to local street and road projects, and 20% to public transit projects.</p>	SENATE T. & I.D. – September 1	
<p><b>SBX1 7</b> <b>(Allen D)</b> Diesel sales and use tax.</p>	<p>Identical to ABX 8, SBX 7 would replace the existing 1.75% diesel fuel sales tax that was imposed as part of the gas tax swap with a 5.25% sales tax rate.</p> <p>Starting on July 1, 2016, SBX 7 would impose a sales tax on diesel fuel sales of 5.25%, and sunset the existing 1.75% sales tax rate imposed on diesel fuel sales. This revenue would be deposited into the Public Transportation Account and allocated to operators through the State Transit Assistance formula.</p>	SENATE T. & I.D. – September 1	Alameda CTC - SUPPORT
<p><b>SBX1 8</b> <b>(Hill D)</b> Public transit: funding.</p>	<p>SBX 8 is identical to ABX 7.</p> <p>SBX 8 would the amount allocated to the Low Carbon Transit Operations Program from 5% to 10%, and increase the amount allocated to the Transit &amp; Intercity Rail Capital Program from 10% to 20%.</p>	SENATE T. & I.D. – September 1	Alameda CTC - SUPPORT
<p><b>SBX1 9</b> <b>(Moorlach R)</b> Department of Transportation.</p>	<p>SBX 9 would prohibit Caltrans from using any “one-time” revenue to pay for staff costs, and it would phase in a requirement to contract out for architectural and engineering services.</p> <p>The bill would require starting on July 1, 2016 for Caltrans to contract out 15% of all architectural and engineering services. That amount would ratchet up</p>	SENATE T. & I.D. – Failed Passage	

	each year for 7 years to ultimately require 50% of architectural and engineering services be contracted out.		
<b><u>SBX1 10</u></b> <b>(Bates R)</b> Regional transportation capital improvement funds.	<p>SBX 10 would substantially alter how the county share of STIP funds are allocated and programmed.</p> <p>The bill would essentially allocate the 75% share of state and federal funds to the regional transportation planning agencies as a block grant as determined by the existing formula. The regional agencies would then program these funds to projects identified in the regional transportation improvement program. The regional agencies would then notify the CTC of which projects will be funded and then the CTC would simply incorporate these projects into the STIP. Thus, eliminating the CTC's role in programming these funds.</p>	SENATE T. & I.D. – September 1	
<b><u>SBX1 11</u></b> <b>(Berryhill R)</b> California Environmental Quality Act: exemption: roadway improvement.	<p>Existing law provides an exemption from CEQA for local road repair projects undertaken in a county of less than 100,000, and does not cross a waterway or affect any riparian areas, wetlands, or wildlife areas.</p> <p>SBX 11 would expand this CEQA exemption to apply to any state or local roadway repairs undertaken in any county.</p>	SENATE T. & I.D. – September 1	
<b><u>SBX1 12</u></b> <b>(Runner R)</b> California Transportation Commission.	<p>SBX 12 would make the California Transportation Commission (CTC) an independent entity outside the oversight of the California State Transportation Agency.</p> <p>This bill would also require Caltrans to identify resources for each project in the SHOPP and authorize the CTC to adopt and/or reject individual projects listed in the SHOPP. Any changes made to a project included in the SHOPP, such as cost increases, scope, or schedule, must first be approved by the CTC before being implemented by Caltrans.</p>	SENATE APPR	
<b><u>SBX1 13</u></b> <b>(Vidak R)</b> Office of the Transportation	SBX 13 would create an independent Office of the Transportation Inspector General. The office would be charged with reviewing policies, practices and procedures, as well as conducting audits of activities	SENATE APPR	



Inspector General.	involving state transportation funds. The Inspector General would be appointed by the Governor to a 6 year term.		
<b><u>SBX1 14</u></b> <b>(Cannella R)</b> Transportation projects: comprehensive development lease agreements.	Identical to ABX 2, SBX 14 would delete the sunset date on the CTC's ability to approve public-private-partnerships.  Current law authorizes a regional transportation agency to seek approval from the CTC to enter into public-private partnership to build toll facilities. ABX 2 would repeal the existing January 1, 2017 sunset date on this authority.	SENATE T. & I.D.	
<b><u>SCAX1 1</u></b> <b>(Huff R)</b> Motor vehicle fees and taxes: restriction on expenditures	SCAX1 1 proposes to amend the Constitution as follows: <ul style="list-style-type: none"> <li>• Prohibit the Legislature from borrowing revenues from fees and taxes imposed on vehicles or their use or operation, and from using those revenues other than as specifically permitted in the constitution. This would prohibit the use of truck weight fees for bond debt payments.</li> <li>• Require that revenues derived from the portion of the vehicle license fee that exceeds the current rate of 0.65% to be used solely for street and highway purposes.</li> </ul>	SENATE T. & I.D.	

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### **Transportation Package**

- \$3.6 billion annual funding package for transportation, with an emphasis on repairing and maintaining existing transportation infrastructure and General Fund commitment of \$879 million in loan repayments
- Funding shared evenly between state and local uses
- Constitutional protection for increased revenues

### **Reforms and Accountability**

- State Highway Performance Plan – Measurable targets for improvement including regular reporting
- Streamlined projects, with CEQA exemptions for infrastructure repairs, remove NEPA delegation sunset, advanced mitigation, and innovative procurement methods
- Flexibility on hiring for new workload
- Extension of public private partnerships

### **Ongoing Funding**

State (\$1.8 billion annually):

- State Highway Improvement Plan - \$1.6 billion annually
- Trade Corridors - \$200 million annually

Local (\$1.8 billion annually):

- Local Streets and Roads - \$1.15 billion annually, including \$100 million from Cap and Trade grants for complete streets and projects that achieve GHG benefits, with 50% to disadvantaged communities
- Transit Grants - \$400 million annually, with 50% to disadvantaged communities
- Local Partnership Program - \$250 million annually

### **Sources of Annual Funding**

Cap and Trade - \$500 million (from 40% allocation not currently appropriated)

Caltrans Efficiencies - \$100 million (savings from service improvements)

Gas Excise Tax - \$500 million (stabilize funding with 5-year average, index to CPI)

Diesel Excise Tax - \$500 million (11 cent increase, index to CPI)

Highway User Fee - \$2 billion (\$65 per vehicle, including hybrids and electrics)

### **General Fund Contribution** (one-time)

- Accelerated loan repayment of \$879 million using Proposition 2 debt funds
  - \$265 million to Transit and Intercity Rail Capital Program
  - \$334 million to Trade Corridors
  - \$148 million to Local Traffic Congestion Relief Projects
  - \$132 million to State Highway Repairs

### **Protective of Revenues**

Constitutional Amendment to ensure that new funding is covered by Article XIX.

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# Memorandum

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**DATE:** September 8, 2015

**SUBJECT:** July 2015 Commission Retreat Summary

**RECOMMENDATION:** Receive a summary and highlights from the Commission Retreat at Alameda CTC on July 17, 2015.

## Summary

The Commission Retreat on July 17, 2015 at the Alameda County Transportation Commission (Alameda CTC) was attended by more than 50 people including Commissioners and alternates. The purpose was to fully launch Measure BB, the transportation sales tax approved by voters in November 2014. The retreat focused on how Measure BB will impact local, regional, statewide, and national transportation infrastructure, and support job and economic growth. In addition, the retreat focused on the need to leverage Measure BB funding to ensure successful delivery of the projects and programs in the 2014 Transportation Expenditure Plan (2014 TEP) through partnering with other agencies, policy development and legislation supporting transportation investments.

## Background

In November 2014, more than 70 percent of voters passed Measure BB and its \$8 billion 2014 Transportation Plan to improve transportation throughout Alameda County over the next 30 years. In March 2015, the Commission allocated \$47 million in Measure BB funds over a two-year period, and in June 2015, the Commission approved a \$1.2 billion, five-year Comprehensive Investment Plan.

On Friday, July 17, 2015, Alameda CTC hosted a retreat primarily for its 22 Commissioners and alternates to discuss Alameda CTC's importance to regional, state, and federal transportation infrastructure and economic development; establish an advocacy platform for Alameda CTC to leverage assets including Measure BB; support Commission members on project and program delivery by highlighting Measure BB's impact in a larger economic and transportation framework; and create support for delivering Measure BB at regional, state and federal levels.

The retreat commenced with a welcome by Alameda CTC Chair Supervisor Scott Haggerty and Executive Director Arthur L. Dao. The California Association of Councils of Governments Executive Director Bill Higgins served as moderator throughout the retreat and an overview presentation was presented by Tess Lengyel, Deputy Director of Planning and Policy.

In the early afternoon, attendees participated in breakout sessions, and session leaders provided a summary by reporting back to the full group. The afternoon panel session provided an opportunity for Commissioners and the public to ask questions from panelists Congressman Swalwell, Senator Wieckowski, Executive Director Will Kempton of the California Transportation Commission, and Executive Director Steve Heminger of the Metropolitan Transportation Commission. The retreat concluded at 4:30 p.m.

**Purpose:** The Commission Retreat purpose was to kick-off the full implementation of Measure BB in Alameda County and establish a clear understanding of how Measure BB is connected to job and economic growth in the county and the region; how Measure BB is a catalyst to support win-win solutions in the region, mega-region, state, and federal transportation due to central locality and investments in freight, major highways, express lanes, and transit; and how Alameda CTC's mission to deliver Measure BB is intricately linked to regional, state, and federal transportation objectives.

**Retreat Outcomes:** The main takeaways of the treat are the following:

- **Alameda County is a transportation hub** and moves people and goods, has a far-reaching effect on the economy, provides vital access to housing, jobs, education, and transit, and supports multiple transportation modes including bus service, commuter rail, roads and highways, bicycle and pedestrian pathways, and paratransit. We need to educate public and private partners and the general public about our role in transportation, locally, regionally, statewide, and federally.
- **Measure BB has fully launched.** In March 2015, The Commission allocated \$47 million in Measure BB funds over a two-year period. Sales tax collection began in April 2015, Alameda CTC fully launched Measure BB in July, and fund recipients began to receive their first payments this summer. Measure BB gives Commissioners the ability to leverage these funds for critical transportation projects and programs.
- **Partners** are paramount to collaborate on policies, funding, and legislation to help Alameda CTC deliver Measure BB.
- **Policies** that support increased investments in Self-Help Counties and effective project delivery and implementation tools are essential to delivery of Measure BB.
- **Legislation** is needed to advance projects/programs, reward Self-Help Counties, and increase funding for transportation in Alameda County.

Commissioners have the ability to act in ways that will support Measure BB investments by partnering with other agencies and coordinating on policies, funding, and legislation. Leveraging local Measure BB funding will allow Alameda CTC to deliver on its promise to the voters and will result in better transportation throughout Alameda County and beyond. These outcomes of the retreat will be integrated into agency publication materials, the legislative platform and will advance the agency's work with partners, including new ones.

**Highlights from Breakout Session:** The attendees participated in one of five groups during the breakout session. Each group met in a separate location and had a staff facilitator and a scribe who documented the discussion. The groups were tasked with answering questions about three topics, and a summary of their discussions follows.

***What changes in planning, policies, and laws are necessary at local, regional, state, and federal levels to assure that Alameda CTC fulfills the promise of Measure BB?***

Overall:

- Build support for new transportation funding sources, such as Regional Measure 3, increasing the gas tax, and a tax/fee for vehicle mile travelled (VMT).
- Protect existing funding sources, such as the One Bay Area Grant Program, and ensure these sources fund transportation.
- Focus on how to educate the public about the importance of transportation investments and delivery made by Alameda CTC.
- Governments should seek to be enablers, not barriers, to innovative technologies and practices.
- Build more bike facilities near rail/transit stations.

Local level:

- Provide technical and financial support for planning to respond to diverse local needs and requirements from federal, state, and regional governments.
- Enforce the Measure BB Timely Use of Funds Policy.
- Support routes that serve the city and connect to BART; partner with AC Transit for better transit coverage (seamless across the county); and develop more robust working relationships between city/county and transit agencies.
- Support last-mile connection shuttles, including private shuttles.
- Alameda CTC can support local jurisdictions with model policies and ordinances, though these need to be sensitive to local partnerships.
- Examine policies that force more balanced consideration between housing, jobs, commercial business areas, and their connectivity to existing transportation facilities.
  - Improve developer coordination and agreements to ensure land use and transportation policies are incorporated in new developments and revitalization efforts.

- Look for funding from developers who benefit from developments in close proximity to transit, and leverage the benefits.
  - Consider “fee zones” in conjunction with new housing developments.
- Accelerate the procurement process to get investments built faster without red tape; streamline or consolidate bidding processes for similar activities

#### Regional level:

- *Plan Bay Area* needs to support the needs of all parts of the region, not just urban areas. Suburban areas are important, too, and we need to support investments that we've already made (including transit and access to transit) in all parts of the region.
- Continue work on Transbay transportation issues and interregional planning/projects.
- Changes include:
  - Better access to jobs and housing (recognized by the regional agency, the Metropolitan Transportation Commission (MTC) Resolution 3434).
  - Better intermodal connections (i.e., bus bridges) across agencies (seamless schedule and coverage).

#### State level:

- Need more sustainable, reliable transportation funding.
- Expedite project delivery—this could include California Environmental Quality Act (CEQA) reform or other means of getting projects delivered sooner.
- Support state legislation that supports and will help Alameda CTC deliver projects and programs.
- Support the Cap-and-Trade Program.

#### Federal level:

- Develop a transportation funding program that is sustainable, reliable, and is a long-term funding source that supports both capital investments and operations.
- Support the VMT study in the federal transportation funding bill.
- Streamline the environmental process; reduce duplication for Condition of Approval/National Environmental Protection Act and CEQA process.
- Work with the federal government to build transit capacity.



***Who are the Commission's effective partners now, who do we need to engage more and who are new strategic alliances?***

Current partnerships to maintain:

- Network with Contra Costa County (to address East Bay regional issues) and work on multicounty efforts with other Bay Area counties.
- Continue a good partnership with labor and engage them in advocating/strengthening our partnerships at the state and federal level, so we can get projects (and construction jobs) going.
- Emphasize regional and mega-regional partnerships.
- While partnerships with MTC/Association of Bay Area Governments (ABAG)/California Department of Transportation (Caltrans) are currently effective, more communication between these entities would call their attention to how "local" projects are regionally beneficial (to leverage funds and to expedite processes/coordination among these agencies).

Partnerships to strengthen:

- Bring the San Francisco Bay Area Water Emergency Transportation Authority (WETA) to the Commission. WETA receives direct local distributions and is a major player in transportation by getting people off the roadways and onto ferries.
- Alameda CTC Commissioners need to know who the MTC Commissioners/ABAG Executive Committee members are and get to know them/forgo partnerships. Alameda CTC staff could provide rosters and help facilitate this.
- Increase partnership with Union Pacific Rail Road for goods movement and other projects (East Bay Greenway, etc.).
- Look to the Bay Area Council to provide additional economic and business oriented insight, including economic development in relation to transportation infrastructure for goods/freight movement.
- Strengthen partnership with the East Bay Economic Development Alliance.
- Listen to what nonprofits partners have to say about transportation services and infrastructure impacting the people they represent.
- Partnerships need to be built on sustained engagement, not just reaching out to labor, environmental groups, and other interested parties when issues become hot.

Potential new partnerships:

- Develop coalitions and partner with community agencies and advocates to bring additional funding to all levels of government.
- Expand the definition of partners beyond funding.
- Partner with technology/private sector/large companies/innovators.

- Think about engaging with manufacturers (build the new technologies we'll use in the Bay Area) and young people who will be affected by what we do 20-30 years from now.
- Consider partnering with major employer shuttles such as Google and Facebook that offer non-traditional, "express bus like" ways to get people to their jobs.
- Consider partnering with Uber/Lyft-type companies to complete the last-mile commute.
- Build on "causal carpooling" efforts effective in Berkeley; devise coordination of commuting routes among community members.
- Partner with housing organizations and builders groups to address housing/transportation issues.
- Forge partnerships with League of California city members and neighboring counties.
- Consider partnering with MTC Enterprises, Inc. American Prosperity Group, the Silicon Valley Leadership Group, the Bureau of Indian Affairs, bicycle and pedestrian advocacy groups, and environmental groups.

***What messages will resonate with regional, state, federal and private partners and how do we unite the broadest coalition around those messages?***

Reasons why others should support Alameda County:

- Alameda County is the heart of the Bay Area.
  - Support the job/housing balance in Alameda County.
  - Other agencies recognize the amount of regional pass-through transit trips in Alameda County.
- Because it's a balanced transportation system—Alameda County provides a strong multimodal transportation system, especially as we go forward with new investments in goods movement, bicycle/pedestrian projects, and new technologies.
- Tangible benefits are delivered through Measure BB investments. These investments will allow us to rebuild and maintain aging transportation infrastructure.
- All city councils supported Measure BB in a unanimous decision.
- Alameda County is a Self-help County that offers more "bang for the buck" through effective leadership, leveraging ability, and policy-making decisions at the local, county, and regional levels.

What messages will resonate:

- At a state level, emphasize commodities, the Port of Oakland, and Alameda County's economic might and its transportation system's role in supporting a strong state export economy.
- At a regional level, emphasize Alameda County's geographic centrality and role in a diversified regional economy.
- Emphasize both the positive outcomes of transportation investments: quality of life and economic vitality, as well as the cost of inaction.
- Emphasize regional projects funded by Measure BB (such as BART, transit, and East Bay Greenway).
- Emphasize local projects funded by Measure BB (in a promotional package).
- Make a team effort from local, regional, private, and nonprofit participation to get new state/federal funds to Alameda County.
- Support each other's efforts. Consider a regional or countywide perspective, and see how local needs can best integrate into the regional/countywide priorities.
- Locally, we need to be able to answer the question "What have you done for me lately?" Local jurisdictions need support informing constituents how Measure BB is paying off; the 2014 TEP fact sheets that provided localized information were very helpful.
- Tolls/sales taxes are key funding sources for transportation infrastructure.
  - Support investments to rebuild and maintain aging transportation infrastructure.
- Don't penalize Self-help Counties (How can Alameda County be rewarded?).
  - State and federal fund matching is part of Measure BB's intent.
- Other important messages include:
  - Climate change (mitigation and adaptation) and health.
  - Focus on freight and goods movement—Lifeline future economic development.
- We need to promote success (as opposed to failure) to the media.
- Messaging should be creative to get people's attention ([Hayward's creative road safety signs](#) were cited as an example).
- Showcase finished project/vision at key locations (libraries):
  - Bike racks at BART; and
  - Express lanes message in other parts of Alameda County.
- Use messaging from the retreat presentation.

Ways to build a coalition to support these messages:

- Work effectively with new and existing partnerships to reinforce the messages.
- Develop new business consortiums that offer opportunities for public/private partnerships.
- Support neighbors: The November 2016 ballot will contain several sales tax, parcel tax, and other transportation measures that need our support (Contra Costa County, AC Transit, etc.).

- Staff could provide quarterly updates, messaging that elected officials can distribute, as well as ideas for distribution to a broader audience within their jurisdictions.
- Build trust with the public through action to:
  - Improve quality of life.
  - Make investments effective.
  - Support investments in transit and express bus operations.
  - Build express lanes and reduce congestion.
  - Create new job centers closer to homes.
- Continue to have community forums to educate the public and demonstrate the process.

### **Highlights from the Panel Discussion**

During the panel discussion, Commissioners and the public had the opportunity to ask questions from the four panelists mentioned previously. Bill Higgins moderated the session. The main themes the panelists addressed appear below.

- Congressman Swalwell represents Congressional District 15 and had two of his bills (H.R. 3771 and H.R. 1671) signed into law in his first term. He talked about challenges with the federal transportation budget, new resources such as the Grow America Act's freight program and H.R. 4726, the Innovation in Surface Transportation Act of 2014; crossing party lines to find solutions; and how he supports projects that get people out of their cars like the BART to Livermore project. He also spoke of how we need to factor in the sharing economy with innovators like Lyft and Uber.
- Senator Wieckowski is chair of the Senate Environmental Quality Committee in FY2015-16 and he is responsible for launching the Made in California Jobs Initiative to expand California manufacturing. He is also a member of the Senate Committee for the Extraordinary Session on Infrastructure created in summer 2015. He spoke about the statewide funding crisis and the need to come together to support transportation while creating jobs and protecting the environment. He mentioned legislation in works (see the next page), he supports raising the gas tax, and he supported AB 1811 (Buchanan) that gives Alameda CTC the ability to more effectively implement express lanes in Alameda County.
- Will Kempton, Executive Director of the California Transportation Commission, helped develop the Self-Help Counties Coalition, including the administering the first Self-Help County sales tax in Santa Clara County. He spoke about the sea change in policy and the focus on transportation at the state level: sustainability, fix-it-first (since we underinvested over the last 30 years), and reducing greenhouse gas emissions. He also talked about the challenge of the decreasing funding in the State Transportation Improvement Program (STIP), in particular the almost zero amount of funds in the STIP this cycle.

- Steve Heminger, Executive Director of MTC, provided a regional and mega-regional perspective. He talked about how new highway capacity is not an option, but we can improve how to operate highways, for example, by enforcing ramp metering, expanding express lanes, and finding additional ways to wring greater efficiency out of the existing transportation system. Transit oriented development and infill development are a regional focus, as is looking to additional resources such as the state freight investment programs. He also focused on the critical importance of transit capital investments to ensure BART, AC Transit, MUNI and all the Bay Area transit providers can provide services that are not hampered by aged infrastructure.

Main challenges, themes, and solutions the panelists discussed include the following.

All four panelists mentioned the need for more transportation funding. They also discussed advocating for legislation that supports transportation.

- There's support for increasing the gas tax and letting the public know how tax revenues are used for transportation. Another option is to implement VMT, yet even though the number of VMTs is rising, cars are getting more efficient and the implementation of VMT technology is likely years in the future. Senate Bill 1077, Road Usage Charge Pilot Program (DeSaulnier) approved by the Governor last session is innovative legislation that has the potential to provide more funding for transportation with a VMT solution, depending on the outcomes of the pilot program that is currently being developed as required by the bill.
- Cap-and-trade funding is growing for transportation, but the backlog of transit capital repairs is not a large enough part of the conversation.
- Senate Bill 16 which was translated into SBX 1 1 (Beall) in the extraordinary session, would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway and local street and road systems. This bill is currently moving through the extraordinary session hearings.
- Support for eliminating the two-thirds voter threshold is out there, but it needs much more voter support to pass.

The panelists acknowledged partnerships are important.

- We need to come together to support CEQA reform.
- The majority of capital transportation investments in the state are sponsored by Self-Help Counties. Yet these counties cannot do it alone. They need funding partners.
- Approximately 50 percent of venture capital funds for the nation are spent in the Bay Area, which means there are opportunities for partnerships.

The panelists also spoke about the future of transportation.

- Automated vehicles are here and will revolutionize transportation, but these innovations are a ways in the future.

- There are commuter tax benefits for using sharing economy services.
- Having trucks use express lanes at night was suggested, but that would mean trucks would need to deliver their goods at night.
- “Beefing up” the rail lines would take trucks off the road, but it requires funding.
- Leveraging Measure BB funding will make it possible to deliver transportation projects and programs over the next 30 years.

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

### **Attachments**

- A. Commission Retreat Agenda
- B. Commission Retreat Brochure
- C. Commission Retreat Panelists

### **Staff Contact**

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



# Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

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

**Commission Chair**  
Supervisor Scott Haggerty, District 1

**Commission Vice Chair**  
Vice Mayor Rebecca Kaplan,  
City of Oakland

**AC Transit**  
Director Elsa Ortiz

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

**BART**  
Director Thomas Blalock

**City of Alameda**  
Mayor Trish Spencer

**City of Albany**  
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**  
Councilmember Dan Kalb

**City of Piedmont**  
Mayor Margaret Fujioka

**City of Pleasanton**  
Mayor Jerry Thorne

**City of San Leandro**  
Mayor Pauline Russo Cutter

**City of Union City**  
Mayor Carol Dutra-Vernaci

**Executive Director**  
Arthur L. Dao

## Alameda County Transportation Commission Commission Retreat

Friday, July 17, 2015, 11:30 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.

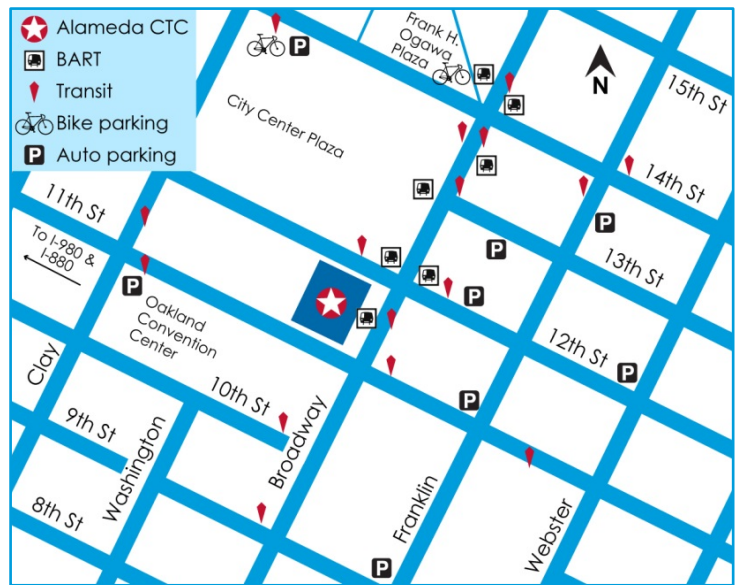
### Glossary of Acronyms

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

## Location Map

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

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



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

## Accessibility

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



## Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at [www.AlamedaCTC.org/events/upcoming/now](http://www.AlamedaCTC.org/events/upcoming/now).

## Paperless Policy

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

## Connect with Alameda CTC

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# Alameda County Transportation Commission Commission Retreat Agenda

Friday, July 17, 2015, 11:30 a.m. – 4:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

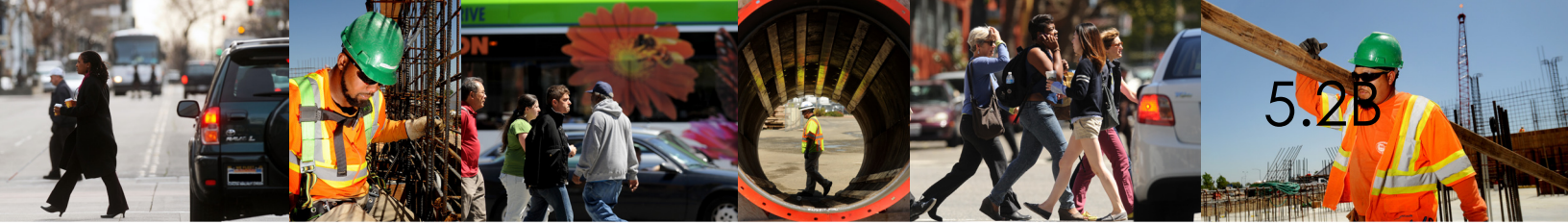
510.208.7400

www.AlamedaCTC.org

<b>Commission Chair</b> Supervisor Scott Haggerty, District 1	11:30 a.m.	<b>Registration/Gathering</b>
<b>Commission Vice Chair</b> Vice Mayor Rebecca Kaplan, City of Oakland	12:00 – 12:05 p.m.	1. <b>Call to Order and Pledge of Allegiance</b>
<b>AC Transit</b> Director Elsa Ortiz	12:05 – 12:10	2. <b>Roll Call</b>
<b>Alameda County</b> Supervisor Richard Valle, District 2 Supervisor Wilma Chan, District 3 Supervisor Nate Miley, District 4 Supervisor Keith Carson, District 5	12:10 – 12:15	3. <b>Public Comment</b> Members of the public may address the Commission during "public Comment" on any item <u>not</u> on the agenda.
<b>BART</b> Director Thomas Blalock	12:15 – 12:25	4. <b>Welcome and Retreat Purpose</b>
<b>City of Alameda</b> Mayor Trish Spencer	12:25 – 1:00	5. <b>Fulfilling Alameda CTC's Measure BB Promise to the Voters:</b> <ul style="list-style-type: none"> <li>• <b>Alameda County's Influence at the Regional, Mega-regional, State and Federal Levels and</b></li> <li>• <b>Leveraging Assets: Influence on Policy, Funding and Legislation</b></li> </ul>
<b>City of Albany</b> Mayor Peter Maass		
<b>City of Berkeley</b> Councilmember Laurie Capitelli		
<b>City of Dublin</b> Mayor David Haubert		
<b>City of Emeryville</b> Mayor Ruth Atkin	1:00 – 2:10	6. <b>Breakout Sessions</b> <b>Questions and Brainstorming on How to Expand Alameda CTC's Influence in Policy, Funding and Legislation in the Region</b>
<b>City of Fremont</b> Mayor Bill Harrison		
<b>City of Hayward</b> Mayor Barbara Halliday		
<b>City of Livermore</b> Mayor John Marchand	2:10 – 2:30	7. <b>Breakout Sessions Summaries</b> Report out on key items identified during the breakout sessions
<b>City of Newark</b> Councilmember Luis Freitas		
<b>City of Oakland</b> Councilmember Dan Kalb	2:30 – 2:45	8. <b>Relocate the Meeting to 1111 Broadway, 19th Floor at Wendel Rosen Black &amp; Dean LLP offices*</b> There will be a 15 minute break, and then the meeting will resume at Wendel Rosen Black & Dean office on the 19th floor.
<b>City of Piedmont</b> Mayor Margaret Fujioka		
<b>City of Pleasanton</b> Mayor Jerry Thorne		
<b>City of San Leandro</b> Mayor Pauline Cutter	2:45 – 2:50	9. <b>Welcome and Recap of Earlier Sessions</b>
<b>City of Union City</b> Mayor Carol Dutra-Vernaci	2:50	10. <b>Panel Discussion on Collaboration and Leverage: Moving Local, Regional, State and Federal Transportation Priorities Forward</b>
<b>Executive Director</b> Arthur L. Dao	4:20	11. <b>Closing Remarks</b>
	4:30 p.m.	12. <b>Adjournment</b>

\*Wendel Rosen Black & Dean LLP, 1111 Broadway, 19th Floor, Oakland CA 94607, 510.834.6600

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5.2B



# Alameda CTC Commission Retreat

July 17, 2015

## 2014 was a marquis year for Alameda County:

- ✓ Measure BB passage by 70.76 percent of voters.
- ✓ AAA rating by Fitch Ratings and Standard & Poor's rating services.
- ✓ \$2.5 billion in construction for transit, bicycle and pedestrian, road and highway (including goods movement supportive) improvements.

## 2015 marks the launch of Measure BB

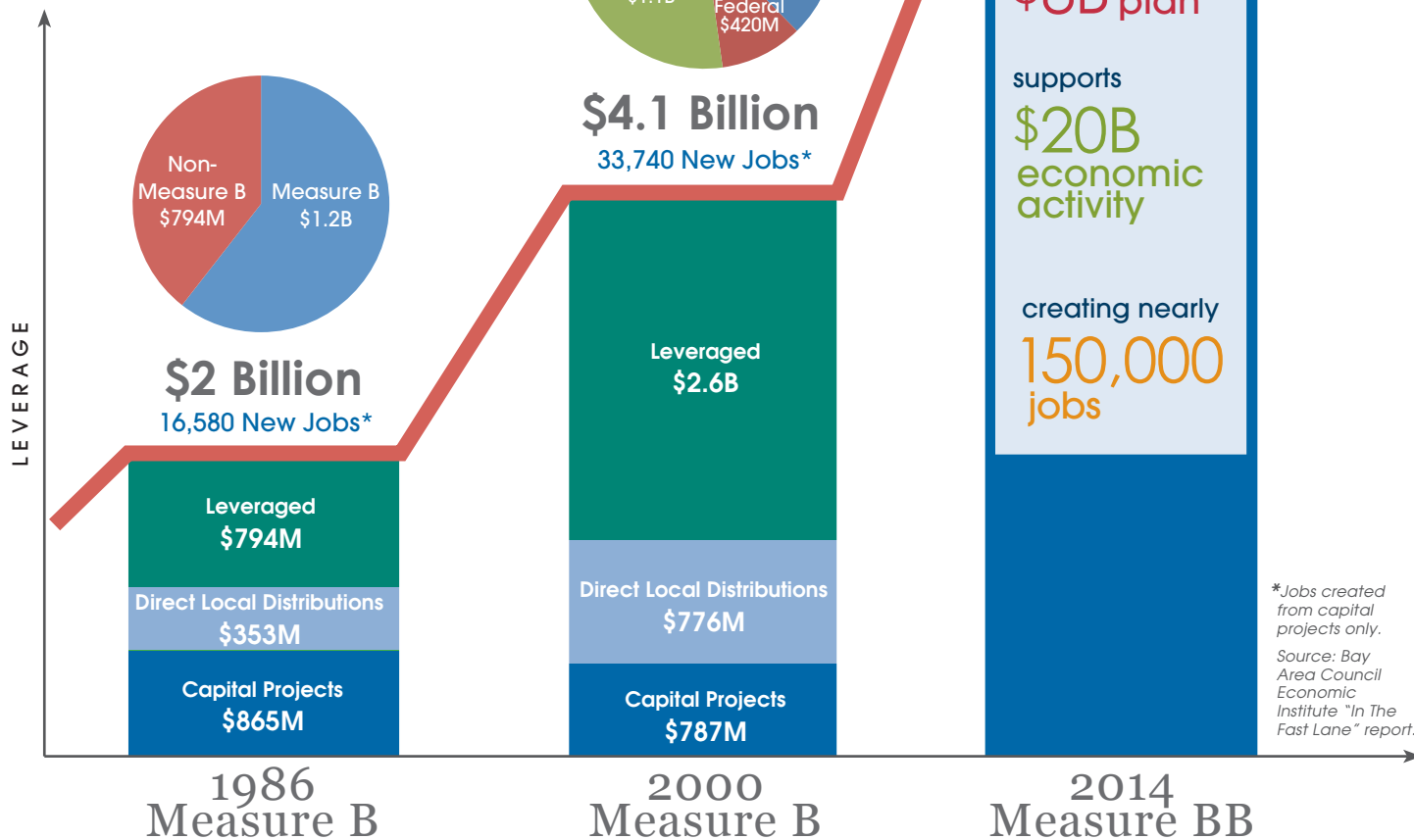
- ✓ March 2015: Commission allocates \$47 million in Measure BB funds over a two-year period.
- ✓ June 2015: Commission approves \$1.2 billion Comprehensive Investment Plan.
- ✓ July 2015: Alameda CTC fully launches Measure BB.

### LEVERAGE

To deliver Measure BB Alameda CTC needs:

- ✓ Partnerships
- ✓ Policies
- ✓ Funding

**\$8 Billion**



\*Jobs created from capital projects only.

Source: Bay Area Council Economic Institute "In The Fast Lane" report.

# Alameda County is the hub of .....



**99%** of containerized cargo from Northern California passes through the Port of Oakland

## Goods Movement

Alameda County serves as a gateway to the world for goods movement to and from the county, San Francisco Bay Area, Northern California and even the Western U.S.

- The Port of Oakland is the fifth largest port in the nation, and 90 percent of Bay Area trade by weight goes through the Port.
- Oakland International Airport and two major Class I railroads support international and domestic trade.
- The Bay Area's trucking distribution system is highly concentrated in Alameda County, which has an extensive network of interstate freeways and arterial roads.

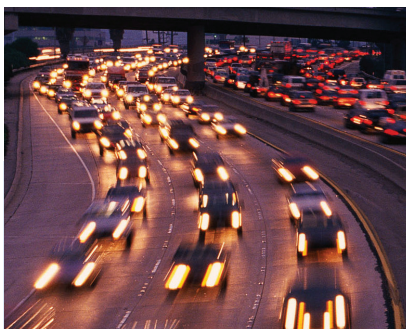


**20%** of all public transit boardings in the Bay Area are in Alameda County

## Transit

Transit plays a critical role in Alameda County by providing vital accessibility to individuals and businesses in the County. In mid-2014, transit ridership growth reached its highest level in over five years.

- Transit service in Alameda County includes rail, bus, ferry and shuttle service provided by public and private operators.
- In 2014, almost 100 million riders boarded transit in Alameda County.
- Of BART's 46 stations, 22 of them are in Alameda County.
- Approximately 34 percent of all BART boardings originate in Alameda County.
- AC Transit's bus boardings have increased steadily since 2009.



**37%** of Bay Area workers travel to, from, or through Alameda County

## Roads and Highways

A significant part of the regional and local transportation system, roadways move people and goods within the county and beyond. These roadways also support multiple transportation modes for people within the Bay Area.

- Six of the Bay Area's 10 most-congested freeway segments are in Alameda County, which is using intelligent transportation systems, express lanes, metered lanes and other technology to provide traffic relief.
- The majority of Alameda County's 3,600 roads are arterials and local roads that provide access to housing, jobs, education and transit.
- Bicycle and pedestrian pathways provide a safe place for bicyclists and pedestrians along many of our local roads.

# Alameda County has a strong economic base

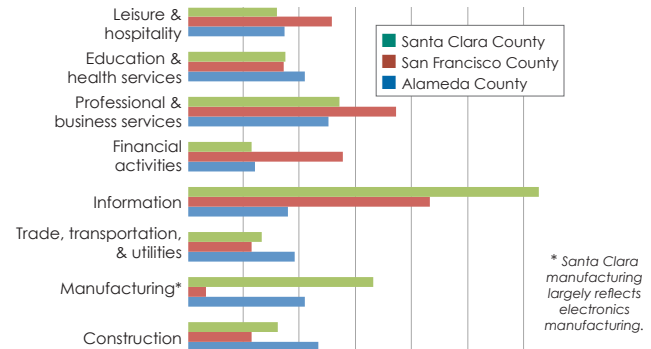


## Alameda County and California

- California has the largest economy in the U.S. with gross state product at \$2.3 trillion in 2014.
- Alameda County has both the 7th largest sales tax collections and population in California.
- Over the last four years, sales tax collections have grown 30.3 percent.

## Alameda County contributes to regional economic diversity

- Alameda County has one of the most diverse employment bases in the Bay Area – a center for manufacturing, technology, education and health care.
- Alameda County does not rely on any one industry for its prosperity.
- This diversity supports a stable and growing economy.



# To deliver Measure BB, we need ...

## Partners

Developing strong partnerships includes closely working together to collaborate on policies, funding, legislation and project and program delivery. Many of our current partners include:

- Alameda County
- Alameda County cities
- California Association of Councils of Government
- California Department of Transportation
- Congestion Management Agency Directors' Association
- East Bay Economic Development Alliance
- East Bay Leadership Council
- Metropolitan Transportation Commission
- State and federal agencies and legislators
- Self-Help Counties Coalition
- Transit operators
- More...

## Policies

Policies that support increased investments in Self-Help Counties and effective project delivery and implementation tools are essential to delivery of Measure BB. Policies to increase funding and delivery in Alameda County could include:

- Cap-and-Trade Program
- Proposition 1B State and Local Partnership Program
- Environmental streamlining that supports environmental stewardship

## Legislation

To support successful delivery of Measure BB transportation projects and programs, legislation is needed to advance projects/programs, reward Self-Help Counties and increase funding for transportation in Alameda County. This type of legislation includes:

- Assembly Bill 210 (Wieckowski, transactions and use taxes)
- Assembly Bill 1811 (Buchanan, high-occupancy vehicle lanes in Alameda County)
- Cap-and-Trade Program
- GROW AMERICA Act
- MAP-21 Reauthorization
- Senate Bill 16 (Beall, transportation funding measure)






# Breakout session questions

The following questions will be discussed during the breakout sessions. Your input will help to formulate future Alameda CTC actions regarding policies, legislation, partnerships and how we communicate Alameda CTC's needs.

**WHAT:** Transportation Planning, Policy and Funding — Measure BB is a down payment on transportation investments into the mid-century.

 What changes (in planning, policies, laws) need to be made at the local, regional, state and federal levels to assure that Alameda CTC fulfills the promise of Measure BB?

 Outcome: List top three changes at:

- ☐ Local level
- ☐ Regional level
- ☐ State level
- ☐ Federal level

**WHO:** Strategic Partnerships — Partnerships are key to getting work done and supporting Alameda CTC's mission.


 Who are the Commission's effective partners now, who do we need to engage more, and who are new strategic alliances?


 How best should we work with them?

 Outcome: List the top three partnerships and methods to reach them.

- ☐ Current partnerships to maintain
- ☐ Partnerships to strengthen
- ☐ New partnerships

**HOW:** Call to Action — Crafting a unifying message helps to ensure people understand why supporting Alameda County transportation makes good policy sense and helps them achieve their goals.

 What messages will resonate (with regional, state, federal and private partners) and how do we unite the broadest coalition around these messages?

 What do you need as a Commission from Alameda CTC staff to support your delivery of our messages?

 Outcome: List the top three of the following.

- ☐ Reasons WHY others should support Alameda County
- ☐ What messages will resonate
- ☐ How to build a coalition to support messages

 You will have the opportunity to ask questions to panel members.

Please write your questions on the back side of the flyer with panel member biographies.



# 2015 Commission Retreat Panel Members

The last part of the 2015 Alameda CTC Commission Retreat will be a panel presentation and discussion by partners at the federal, state and regional levels. Alameda CTC Commissioners are asked to develop questions for panel members. On the back of this page, please write the top three questions you would like to ask the following panel members regarding supporting Measure BB implementation.

## Congressman Eric Swalwell



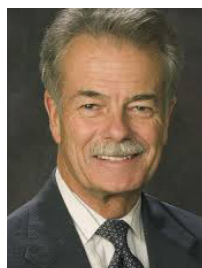
Now in his second term, Swalwell represents Congressional District 15, which includes a large portion of the East Bay. He holds important leadership roles within the House Democratic Caucus. As Regional Whip and Assistant Democratic Whip, he is tasked with informing colleagues about upcoming legislation and mobilizing votes. His legislative accomplishments during his first term include two of his bills (H.R. 3771 and H.R. 1671) being signed into law.

## Senator Robert A. "Bob" Wieckowski, State Senate Transportation and Housing Committee



Wieckowski represents the 10th Senate District from southern Alameda County into Santa Clara County with a focus on job creation, clean technologies, protecting our environment and reducing unnecessary regulation. During his first four years in office, the senator passed 35 bills that were signed into law, and most of those bills were approved with strong bipartisan support. He launched the *Made in California Jobs Initiative* to expand California manufacturing, focusing on what business leaders and their workers see as challenges facing their industries. The senator has been named *Legislator of the Year* by Tech America and received the *Scales of Justice Award* from the California Judges Association.

## Will Kempton, Executive Director, California Transportation Commission



Appointed in November 2004, Kempton is responsible for managing the day-to-day operations of California's state transportation system that includes more than 50,000 lane miles of state highways. With an operating budget of more than \$13.8 billion, he oversees 23,000 employees and approximately \$10 billion in transportation improvements currently under construction. Kempton began his career in 1973 with Caltrans. He served as executive director of the Santa Clara County Traffic Authority, managing its nearly \$1 billion highway construction program. He returned to Caltrans in 2004 as director for five years, and spent nearly four years as CEO of Orange County Transportation Authority.

## Steve Heminger, Executive Director of the Metropolitan Transportation Commission



As executive director of the Metropolitan Transportation Commission (MTC), which serves as the regional transportation planning and finance agency for the nine-county San Francisco Bay Area, Heminger oversees the more than \$2 billion per year that MTC administers in funding for the operation, maintenance and expansion of the Bay Area's surface transportation network. Appointed by House Democratic Leader Nancy Pelosi to serve on the National Surface Transportation Policy and Revenue Study Commission, Heminger helped chart the future course for the federal transportation program.

In the space below, please write your question(s) for panel members. If a question is related to a particular panel member, please check the appropriate box to the right.

Question  
**1**

☐ Congressman Swalwell

☐ Senator Wieckowski

☐ Will Kempton

☐ Steve Heminger

☐ All of the above

Question  
**2**

☐ Congressman Swalwell

☐ Senator Wieckowski

☐ Will Kempton

☐ Steve Heminger

☐ All of the above

Question  
**3**

☐ Congressman Swalwell

☐ Senator Wieckowski

☐ Will Kempton

☐ Steve Heminger

☐ All of the above

Question  
**4**

☐ Congressman Swalwell

☐ Senator Wieckowski

☐ Will Kempton

☐ Steve Heminger

☐ All of the above





# Memorandum

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** September 8, 2015

**SUBJECT:** Regional Transportation Plan (RTP) Draft Project and Program List for Submittal to Metropolitan Transportation Commission (MTC) and Update on MTC RTP Development

**RECOMMENDATION:** (1) Approve the draft lists of regional, committed, county-level projects and programs for submittal to the RTP  
(2) Direct staff to forward both the draft lists to MTC by September 30, 2015

## Summary

MTC and ABAG are in the process of performing a focused update of Plan Bay Area, which includes the Regional Transportation Plan (RTP) and Sustainable Community Strategy (SCS) as mandated by SB 375. The RTP is scheduled to be adopted in the spring of 2017 and is updated every four years. To support development of the RTP, MTC requested that each Congestion Management Agency (CMA) in the Bay Area coordinate project submittals from its county. On June 1, 2015, Alameda CTC released a call-for-projects to solicit applications for projects, programs, and plans to be considered for the 2016 Countywide Transportation Plan (CTP) and the 2017 RTP update. Projects submitted at this time would also be considered for future Comprehensive Investment Plan (CIP), One Bay Area Grant (OBAG), and State Transportation Improvement Program (STIP) funding. The call-for-projects closed on July 31, 2015. This item is not a programming action; rather, it is a long-range planning action to allow Alameda County projects to be submitted into the RTP. This action does not program any Measure B, VRF, Measure BB funds or any other funds.

MTC has assigned Alameda CTC an initial target county budget of \$2.65 billion, which is a 25-year funding assumption. Alameda CTC must submit financially constrained Draft programmatic and project lists to MTC by September 30, 2015, and final RTP project/program lists by October 31, 2015. These lists will be used by MTC staff in the first round of evaluating transportation investments in the RTP to determine how they perform against adopted performance measures and targets, including greenhouse gas reduction targets and a Sustainable Communities Strategy target.

Jurisdictions throughout Alameda County submitted a total of 313 applications for consideration. During August staff reviewed and sorted these applications to create draft recommended RTP project and program lists for submittal to MTC. This item summarizes the concurrent RTP and CTP Call for Projects and Programs process and outcomes, and requests

Commission approval for actions as summarized above. This memo also provides a brief update on the RTP/SCS development process.

At the last Commission meeting in July, staff was directed to address policy issues associated with Measure BB funding administered by Alameda CTC and coal transport. This item is not a programming recommendation, and a report regarding coal will be brought to the Commission this fall, prior to programming actions related to Measure BB.

## **Background**

### Call for Project Process

In support of the development of the RTP, MTC requested that each Congestion Management Agency in the Bay Area coordinate project submittals from its county and assist with public outreach. Alameda CTC is also in the process of updating its CTP, the long-range planning and policy document that guides future transportation investments for all transportation modes and users in Alameda County. As such, Alameda CTC released a call-for-projects in June 2015 that will inform the 2016 CTP, the 2017 RTP, and the Alameda CTC's CIP; it will also inform Alameda CTC OBAG2 and STIP funding allocations. The call-for-projects closed on July 31st, 2015.

### Project and Program Screening

Alameda CTC received 313 applications during the call-for-projects. During August 2015, staff and the consultant team conducted an initial screening and evaluation process for all applications to inform the RTP lists. Applications were sorted into the following categories:

- (1) *Programmatic*: MTC guidance requested that agencies bundle projects, programs, and plans into programmatic categories, where possible. Capital projects and programs that are not capacity increasing and exempt from air quality conformity requirements and/or categorically exempt (CE) from CEQA or documented categorical exclusion (DCE) from NEPA. Programmatic categories are groups of similar projects, programs, and plans that are included under a single listing in Plan Bay Area 2040. Therefore, programmatic applications were further sorted into MTC's 14 designated programmatic categories for the RTP:
  - a. New Bicycle and Pedestrian Facilities (Expansion)
  - b. Management Systems (System Management)
  - c. Safety and Security (System Management)
  - d. Travel Demand Management (System Management)
  - e. Intersections (System Management)
  - f. Multimodal Streetscape (System Management)
  - g. Minor Highway (System Management)
  - h. Minor Transit (System Management)
  - i. Minor Freight (System Management)
  - j. Land Use (System Management)

- k. Planning (System Management)
  - l. Emission Reduction (System Management)
  - m. Rehabilitation (Preservation)
  - n. Routine Operation and Maintenance (Operations)
- (2) *Projects*: Capital projects that are regionally significant, committed or capacity increasing and are not exempt from CEQA or NEPA air quality conformity analysis. These projects were sorted into three categories as defined by MTC:
- a. *Regional*: MTC's definition for a regional project is those projects that are regionally significant where "regional" is defined as serving more than a single County.
  - b. *Committed*: MTC's definition of committed projects for purposes of the RTP is that either a) the project is 100% locally funded, or b) the project includes a full funding plan and environmental clearance by September 30, 2015. MTC further defines a full funding plan as including local and discretionary funds..
  - c. *Local/Countywide*: All remaining projects are considered local or countywide projects.

These distinctions are important for two reasons: (1) Projects that can be modeled need to provide much more detailed information in the application process than programmatic projects that will be quantitatively and qualitatively assessed using other methods, (2) Regional and Committed projects do not count towards Alameda CTC's allocated RTP budget of \$2.65 B (further described below).

### Screening Outcomes

Applications for a total of \$19.6 billion in programs and projects funding requests were received as follows: \$5.9 billion in programs, \$2.2 billion in countywide/local projects, and \$11.5 billion in regional projects. The total overall cost of all the projects and programs, including committed projects, is \$24.5 billion, as shown in Attachment A, Table 1. As part of the RTP, MTC has assigned Alameda County an initial target budget of \$2.65 billion over a 25 year horizon. This amount is expected to be combined with other sources to fund programs and projects in Alameda County. MTC is currently developing more refined financial forecasts, which are anticipated to be available in late fall and are likely to be less than the \$2.65 billion.

For the Draft RTP submittal due September 30, 2015, the following is recommended:

- *Regional projects*: It is recommended that regional/multi-county projects be submitted to MTC for a total of \$14.3 billion, of which \$8.7 billion is discretionary and is assumed to be from the regional discretionary budget. These projects serve a regional need and are shown on Attachment B, Table 2.
- *Committed projects*: It is recommended that committed projects for a total of almost \$528 million be submitted to MTC. These projects meet the funding and environmental clearance requirements of MTC. These projects are shown on Attachment C, Table 3.

- For programmatic categories: It is recommended that the amount of funding assigned to programs be for the MTC discretionary funding requests as part of the Alameda County share is \$1.1 billion. This represents 43% of the \$2.65 billion discretionary funding target being assigned to the 14 program categories shown in Attachment D, Table 4.
- For local/countywide projects: It is recommended that the remaining 57% or \$1.5 billion of the \$2.65 discretionary funding target be assigned to the countywide local projects shown in Attachment E, Table 5.

#### Public Outreach:

Similar to the 2012 CTP development, the 2016 CTP update includes a transparent process, with Alameda CTC closely working with the jurisdictions, transit agencies, and stakeholders. In addition, Alameda CTC collected input from the general public during outreach meetings for each of the ongoing multimodal plans which will inform the CTP. Public outreach for the Plan will be coordinated closely with other outreach efforts that are underway at the agency to ensure strategic use of stakeholders' time; CTP input will be sought at strategic points throughout the Plan development process. Full documentation of outreach for the projects and programs that are submitted to MTC will be presented in October as part of the final project and program list recommendation.

#### **Schedule and Next Steps**

- September 30, 2015: Forward draft lists to MTC.
- Late September: Address Committee/Commission comments; refine draft list to create final submittal for MTC;
- October 8: ACTAC review and recommendation to Committee and Commission
- October 12: Committee review and recommendation to full Commission
- October 22: Commission action on final list for submittal to MTC
- October 31: Forward final lists to MTC

#### **Update on MTC RTP/SCS Development**

MTC and ABAG initiated a limited update to the RTP/SCS beginning in late 2014, with initial work on its public participation plan. MTC/ABAG held public workshops and MTC released a call for projects in May 2015. In addition, MTC/ABAG have been updating regional forecasts for housing, jobs and revenue, and are currently in the process of finalizing performance measures and targets as part of their project performance assessment. Alameda CTC has been participating and commenting on the RTP development and Attachment F includes a letter from Chair Haggerty on the initial MTC performance measures released this summer. Attachment G includes the Plan Bay Area update schedule.

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

## **Attachments**

- A. Table 1. Draft Summary List of Regional, Committed, Programs and Projects
- B. Table 2. Draft Regional Program List
- C. Table 3. Draft Committed Projects List Submittal for Alameda County
- D. Table 4. Draft Programs Project List Submittal for Alameda County
- E. Table 5. Draft Alameda County Project List Submittal for the RTP
- F. Alameda CTC letter to MTC on Performance Measures and Targets
- G. Plan Bay Area Update Schedule

## **Staff Contact**

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

[Saravana Suthanthira](#), Senior Transportation Planner

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**Table 1 - Draft CTP Applications Summary**  
(in \$ 000s)

	Total Cost	Total Programmed Funding	Total Funding Requests	Requested Local Discretionary Funding (\$ 000s)	Funding Proposed for "Regional Discretionary"*
<b>MTC Programmatic Categories</b>					
Intersection Improvements	\$63,948	\$12,559	\$51,689		\$454
Intersection Improvements (Grade Separations)	\$631,067	\$9,185	\$621,882		\$26,281
Management Systems	\$132,647	\$46,009	\$86,638		\$777
Minor Freight Improvements	\$183,281	\$1,812	\$181,469		\$50,401
Minor Transit Improvements	\$492,295	\$139,956	\$352,334		\$123,965
Multimodal Streetscape Improvements	\$1,145,593	\$80,749	\$1,064,843		\$137,912
New Bicycle and Pedestrian Facilities	\$1,633,258	\$72,831	\$1,560,427		\$444,895
Other	\$510,000	\$0	\$510,000		\$145,611
Planning	\$219,158	\$6,225	\$212,933		\$77,686
Preservation Rehabilitation	\$955,760	\$325,693	\$630,067		\$6,921
Routine Operation and Maintenance	\$397,616	\$96,900	\$300,716		\$93,155
Safety and Security	\$302,630	\$55,062	\$247,568		\$26,886
Travel Demand Management	\$183,944	\$19,645	\$164,299		\$13,059
<b>TOTAL Programmatic</b>	<b>\$6,851,197</b>	<b>\$866,326</b>	<b>\$5,984,864</b>	<b>\$3,028,347</b>	<b>\$1,148,000</b>
<b>Transportation Project Categories</b>					
Arterial Projects (Improvements)	\$207,552	\$16,285	\$191,268	\$95,634	\$95,634
Arterial Projects (Gap Closures)	\$310,103	\$26,954	\$283,150	\$141,575	\$141,575
Bicycle & Pedestrian Projects	\$182,151	\$4,600	\$177,550	\$88,775	\$88,775
Highway Projects (Interchanges & Crossings)	\$601,218	\$301,992	\$299,227	\$87,065	\$212,162
Transit Oriented Development Projects	\$570,712	\$12,850	\$557,862	\$60,000	\$497,862
Transit Projects	\$252,878	\$10,020	\$242,859	\$4,781	\$238,078
Three Major Trail Development Program	\$206,551	\$12,374	\$194,178	\$97,089	\$97,089
Local Arterial Network Gap Closure	\$38,562	\$1,100	\$37,462	\$18,731	\$18,731

I-580 Corridor TEP Freeway Improvements	\$267,377	\$169,905	\$97,472	\$48,736	\$48,736
I-880 Corridor TEP Freeway Improvements	\$67,052	\$14,998	\$52,054	\$26,027	\$26,027
Union City Rail Program	\$75,000	\$0	\$75,000	\$37,500	\$37,500
<b>TOTAL Alameda County Projects</b>	<b>\$2,779,156</b>	<b>\$571,078</b>	<b>\$2,208,078</b>	<b>\$705,911</b>	<b>\$1,502,167</b>
<b>TOTAL Regional</b>	<b>\$14,369,217</b>	<b>\$2,870,509</b>	<b>\$11,498,708</b>	<b>\$2,826,067</b>	<b>\$8,672,642</b>
<b>TOTAL Committed</b>	<b>\$527,844</b>	<b>\$527,844</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>GRAND TOTAL</b>	<b>\$24,527,414</b>	<b>\$4,835,757</b>	<b>\$19,691,650</b>	<b>\$6,560,325</b>	<b>\$11,322,809</b>
			Current Request for Regional		
			Percent Programmatic		
			Percent Projects		
			<b>Regional Allocation for</b>		



CTP Index	Table 2 - Draft CTP Regional Program								
	Criteria - Projects of regional significance/ falls within or supports a Regional Program/Efforts (Managed Lanes)/ top performer in the prior RTP which is a criteria for Regional Discretionary funding.								
	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Requested Funding: Discretionary* (\$ 000s)	Requested Funding: Other Sources (\$ 000s)	Planning Area	
	Regional Goods Movement								
	214	City of Oakland	Oakland Army Base transportation infrastructure improvements	\$307,106	\$238,563	\$68,543	\$68,543	\$0	North
	302	Port of Oakland	7th Street Grade Separation East	\$490,091	\$2,800	\$487,291	\$227,291	\$260,000	North
	303	Port of Oakland	7th Street Grade Separation West	\$163,707	\$3,050	\$160,657	\$160,657	\$0	North
	306	Port of Oakland	Middle Harbor Road Improvements	\$29,200	\$25	\$29,175	\$4,175	\$25,000	North
	305	Port of Oakland	Oakland International Airport Perimeter Dike	\$54,200	\$13,200	\$41,000	\$41,000	\$0	North
	308	Port of Oakland	Outer Harbor Intermodal Terminal (OHIT) Phases 2 and 3	\$179,545	\$25,638	\$153,907	\$153,907	\$0	North
307	Port of Oakland	Outer Harbor Turning Basin	\$57,321	\$10	\$57,311	\$3,388	\$53,923	North	
Subtotal Regional Goods Movement			\$1,281,170	\$283,286	\$997,884	\$658,961	\$338,923		
Regional Highway (Interchanges)					\$0				
027	Alameda CTC	I-580/I-680 Interchange Improvement Project	\$1,456,650	\$20,000	\$1,436,650	\$1,436,650	\$0	East	
037	Alameda CTC	SR-84/I-680 Interchange Improvements and SR-84 Widening	\$366,000	\$124,940	\$241,060	\$123,000	\$118,060	East	
Subtotal Regional Highway (Interchanges)			\$1,822,650	\$144,940	\$1,677,710	\$1,559,650	\$118,060		
Regional Highway (Managed Lanes)					\$0				
318	Alameda CTC	I-580 Integrated Corridor Mobility (ICM)	\$117,000	\$0	\$117,000	\$0	\$117,000		
030	Alameda CTC	I-680 Northbound and Southbound HOV/HOT Lanes (SR-84 to Alcosta Boulevard)	\$225,100	\$20,000	\$205,100	\$205,100	\$0	East/South	
029	Alameda CTC	I-680 Northbound HOV/HOT Lane (SR-237 to SR-84)	\$385,000	\$185,000	\$200,000	\$0	\$200,000	South	
028	Alameda CTC	I-680 Southbound Express Lanes (SR-237 to SR-84) Upgrades	\$37,508	\$2,000	\$35,508	\$35,508	\$0	South	
034	Alameda CTC	I-880 Northbound HOV/HOT Extension (A Street to Hegenberger)	\$109,000	\$20,000	\$89,000	\$89,000	\$0	Central	
Subtotal Regional Highway (Managed Lanes)			\$873,608	\$227,000	\$646,608	\$329,608	\$317,000		
Bay Trail Implementation					\$0				
049	City of Alameda	Alameda Point Trails	\$12,100	\$100	\$12,000	\$12,000	\$0	North	

078	City of Albany	Pierce Street Park Bikeway	\$1,005	\$317	\$688	\$688	\$0	North
192	City of Oakland	Coliseum BART to Bay Trail Connector	\$3,183	\$980	\$2,203	\$2,203	\$0	North
193	City of Oakland	City-Wide Bay Trail Network	\$23,400	\$5,180	\$18,220	\$18,220	\$0	North
211	City of Oakland	Lake Merritt to Bay Trail Bicycle Pedestrian Gap Closure	\$20,984	\$5,043	\$15,941	\$14,341	\$1,600	North
223	City of Oakland	Bay Trail Connections - Four Sites	\$660	\$160	\$500	\$450	\$50	North
286	City of Union City	Union City Boulevard Bike Lanes (Phase 2)	\$8,800	\$1,000	\$7,800	\$0	\$7,800	South
Subtotal Regional Pedestrian & Bicycle			\$70,132	\$12,780	\$57,352	\$47,902	\$9,450	
Regional Transit and Park & Ride			\$0					
001	AC Transit	East Bay BRT Extension to Bayfair BART	\$50,700	\$0	\$50,700	\$0	\$50,700	Central
006	AC Transit	San Pablo Corridor Transit Improvements	\$103,000	\$0	\$103,000	\$0	\$103,000	North
041	BART	BART Metro: Bay Fair Connection	\$234,049	\$100,100	\$133,949	\$133,949	\$0	Central
043	BART	BART to Livermore Project Development	\$552,800	\$410,400	\$142,400	\$0	\$142,400	East
313	BART	BART Metro Program	\$1,700,000	\$0	\$1,700,000	\$0	\$1,700,000	All
314	BART	BART Security Program	\$250,000	\$205,941	\$44,059	\$0	\$44,059	All
315	BART	BART Station Modernization	\$4,744,000	\$0	\$4,744,000	\$0	\$4,744,000	All
316	BART	BART Station Access	\$800,000	\$0	\$800,000	\$0	\$800,000	All
317	BART	BART Transbay Corridor Core Capacity	\$1,600,000	\$1,306,000	\$294,000	\$0	\$294,000	All
062	City of Alameda	Mariner Square Drive Extension and Park and Ride Lot	\$7,360	\$0	\$7,360	\$7,360	\$0	North
057	City of Alameda	New Alameda Point Ferry Terminal	\$127,198	\$60,062	\$67,137	\$67,137	\$0	North
142	City of Fremont	Irvington BART Station	\$140,300	\$120,000	\$20,300	\$20,300	\$0	South
234	City of Pleasanton	Bernal Park and Ride	\$1,100	\$0	\$1,100	\$1,100	\$0	East
186	City of Newark	Newark Transit station	\$11,150	\$0	\$11,150	\$100	\$11,050	South
Subtotal Regional Transit			\$10,321,657	\$2,202,503	\$8,119,154	\$229,946	\$7,889,209	
Total			\$14,369,217	\$2,870,509	\$11,498,708	\$2,826,067	\$8,672,642	

\*\* Includes B, BB, VRF discretionary, (1) funding requests applicants included with their application, and other needs requests identified as (4) "Other/TBD - Alameda CTC."

\*\*\*Includes (2) local uncommitted funds on a case by case basis, not specified funds, and (3) "Other/TBS - Non-AlamedaCTC"

**Table 3 - DRAFT Committed Projects**

*Criteria: 100% funded through local funds; or project/program has full funding plan and environmental clearance by Sep 30, 2015*

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Environmental Clearance (Mo/Yr)	Planning Area
004	AC Transit	East Bay BRT	\$179,985	\$177,985	06/12	North/Central
002	AC Transit	Line 51 Project Completion and Capital Replacement	\$20,673	\$20,673	02/14	North/Central
024	Alameda CTC	Dumbarton Corridor Area Transportation Improvements	\$120,000	\$120,000	07/18	South
032	Alameda CTC	I-880 at 23rd/29th Avenue Interchange Improvements	\$110,653	\$105,653	04/10	North
038	Alameda CTC	SR-84 Widening (Ruby Hill Drive to Concannon Boulevard)	\$87,533	\$52,660	08/08	East
070	City of Alameda	Rapid Bus Service (Alameda Point to Fruitvale BART)	\$9,000	\$9,000	09/20	North
<b>Total</b>			<b>\$527,844</b>	<b>\$485,971</b>		

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**Table 4 - Draft CTP- Programmatic Projects by MTC RTP Category**

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Funding Proposed for "Regional Discretionary"*
<b>Intersection Improvements</b>						
021	Alameda County	Strobridge Avenue Extension	\$13,380	\$1,370	\$12,010	
022	Alameda County	Tesla Road Safety Improvements Phase 1	\$11,065	\$5,065	\$6,000	
052	City of Alameda	New Traffic Signal at Central Avenue/Taylor Avenue/3rd Street	\$437	\$0	\$437	
060	City of Alameda	McCartney Road Road and Island Drive Intersection Improvements	\$300	\$300	\$0	
061	City of Alameda	Main Street Improvements & Realignment	\$6,710	\$3,000	\$3,710	
064	City of Alameda	New Traffic Signal at Oak Street and Clement Avenue	\$320	\$0	\$320	
065	City of Alameda	New Traffic Signal at Park Street and Pacific Avenue	\$320	\$0	\$320	
129	City of Emeryville	Powell Street Bridge Widening at Christie Avenue	\$5,206	\$0	\$5,206	
241	City of Pleasanton	Nevada Street Extension	\$2,200	\$200	\$2,000	
249	City of San Leandro	San Leandro Street Circulation and Capacity Improvements	\$16,920	\$1,074	\$15,846	
254	City of San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	\$7,090	\$1,250	\$5,840	
<b>Intersection Improvements- Sub Total</b>			<b>\$63,948</b>	<b>\$12,259</b>	<b>\$51,689</b>	<b>\$454</b>
<b>Intersection Improvements (Grade Separations)</b>						
094	City of Berkeley	Gilman Street Multimodal Railroad Grade Separation Project	\$65,682	\$0	\$65,682	
165	City of Hayward	Tennyson Avenue Grade Separation at Niles Subdivision	\$40,360	\$6,110	\$34,250	
261	City of Union City	Alvarado Boulevard Grade Separation	\$30,000	\$320	\$29,680	
270	City of Union City	Dyer Street Grade Separation	\$25,000	\$270	\$24,730	
279	City of Union City	Niles Subdivision Grade Separation	\$200,000	\$1,920	\$198,080	
280	City of Union City	Oakland Subdivision Grade Separation	\$220,025	\$25	\$220,000	
285	City of Union City	Smith Street Grade Separation	\$20,000	\$220	\$19,780	
287	City of Union City	Union City Boulevard Grade Separation	\$30,000	\$320	\$29,680	
<b>Intersection Improvements (Grade Separation)- Sub Total</b>			<b>\$631,067</b>	<b>\$9,185</b>	<b>\$621,882</b>	<b>\$26,281</b>
<b>Management Systems</b>						
056	City of Alameda	Emergency Vehicle Preemption System	\$200	\$0	\$200	
071	City of Alameda	Citywide Signal Upgrades	\$455	\$0	\$455	
077	City of Alameda	Webster / Posey Tubes Incident Management System	\$400	\$0	\$400	
103	City of Berkeley	Multimodal Corridor Signal Interconnect	\$8,933	\$0	\$8,933	
159	City of Hayward	Citywide Fiber Optics Installation	\$10,000	\$0	\$10,000	
208	City of Oakland	Citywide Intelligent Transportation System Program	\$46,335	\$1,000	\$45,335	
220	City of Oakland	Citywide Traffic Signal System Management	\$40,600	\$26,000	\$14,600	
294	LAVTA	AVL ITS Replacement	\$9,990	\$5,540	\$4,450	

191	MTC (Cities of Oakland and San Leandro)	I-880 ICM North Alameda Segment	\$15,734	\$13,469	\$2,265	
	<b>Management Systems - Sub Total</b>		<b>\$132,647</b>	<b>\$46,009</b>	<b>\$86,638</b>	<b>\$777</b>
	<b>Minor Freight Improvements</b>					
319	Alameda CTC	Goods Movement Program Implementation	\$125,000	\$0	\$125,000	
100	City of Berkeley	Railroad Quiet Zone Multimodal Safety Project	\$11,461	\$0	\$11,461	
130	City of Emeryville	Quiet Zone	\$4,529	\$29	\$4,500	
147	City of Fremont	UPRR Quiet Zone - Various Locations	\$2,995	\$20	\$2,975	
148	City of Fremont	UPRR Quiet Zone - Centerville Area	\$2,350	\$20	\$2,330	
149	City of Fremont	UPRR Quiet Zone - Niles/Nursery	\$1,310	\$500	\$810	
224	City of Oakland	West Oakland Freight Corridor Upgrades	\$9,362	\$470	\$8,892	
309	Port of Oakland	Port ITS Implementation Project	\$7,553	\$30	\$7,523	
310	Port of Oakland	Port Seismic Monitor Program	\$586	\$7	\$579	
311	Port of Oakland	Port Terminal Lighting Upgrade Project	\$5,645	\$6	\$5,639	
273	City of Union City	Industrial Rail Connections between Oakland and Niles Subdivisions	\$3,245	\$5	\$3,240	
282	City of Union City	Passenger Platform for ACE (Oakland Subdivision)	\$3,000	\$360	\$2,640	
264	City of Union City	Passenger Platform for Amtrak (Coast Subdivision)	\$3,000	\$360	\$2,640	
284	City of Union City	Shinn Connection (Oakland and Niles Subdivisions)	\$3,245	\$5	\$3,240	
	<b>Minor Freight Improvements- Sub Total</b>		<b>\$183,281</b>	<b>\$1,812</b>	<b>\$181,469</b>	<b>\$50,401</b>
	<b>Minor Transit Improvements</b>					
007	AC Transit	Vehicle Expansion	\$62,034	\$7,254	\$54,780	
040	BART	19th Street Station Modernization	\$25,000	\$14,000	\$11,000	
042	BART	Secure Bicycle Parking at Alameda County BART Stations	\$3,425	\$1,075	\$2,350	
044	BART	BART Station Modernization Program	\$381,340	\$115,556	\$265,784	
051	City of Alameda	Bus Stop Accessibility Improvements	\$5	\$5	\$0	
107	City of Berkeley	Downtown Berkeley Transit Center & Streetscape Improvements	\$5,555	\$851	\$4,704	
122	City of Emeryville	Amtrak Platform Extension	\$3,000	\$0	\$3,000	
125	City of Emeryville	Bus Shelters - Citywide Bus Shelters - Citywide	\$1,380	\$0	\$1,380	
128	City of Emeryville	Powell Street I-80 Ramp Bus Bays	\$2,301	\$0	\$2,301	
137	City of Fremont	Fremont BART Station - West Entrance Improvements	\$50	\$0	\$50	
275	City of Union City	Union City Intermodal Station Phase 3	\$6,600	\$1,200	\$5,400	
295	LAVTA	Bus Shelter Replacement Program	\$1,200	\$0	\$1,200	
298	LAVTA	Major Service Improvements (Routes 10, 12, and 15)	\$0	\$0	\$0	
301	LAVTA	Livermore Transit Center Rehabilitation	\$405	\$20	\$385	
	<b>Minor Transit Improvements- Sub Total</b>		<b>\$492,295</b>	<b>\$139,961</b>	<b>\$352,334</b>	<b>\$123,965</b>

Multimodal Streetscape Improvements					
010	Alameda County	Castro Valley Boulevard Streetscape Improvement Phase II	\$16,750	\$450	\$16,300
012	Alameda County	East 14th Streetscape Improvements Phase II	\$15,830	\$4,530	\$11,300
013	Alameda County	East Lewelling Boulevard Streetscape Improvements- Phase II	\$11,240	\$440	\$10,800
017	Alameda County	Hesperian Boulevard Streetscape Improvement project	\$24,640	\$17,640	\$7,000
321	Alameda CTC	TOD/PDA Plan Implementation	\$300,000	\$0	\$300,000
046	City of Alameda	Mitchell Street Improvements Project	\$5,646	\$0	\$5,646
047	City of Alameda	Alameda Point Multimodal Street Network	\$15,100	\$100	\$15,000
055	City of Alameda	Citywide Complete Streets	\$62	\$62	\$0
066	City of Alameda	Park Street Streetscape Improvements	\$0	\$0	\$0
068	City of Alameda	Ralph Appezato Memorial Parkway Street Improvements	\$1,768	\$0	\$1,768
072	City of Alameda	Stargell Avenue (Main Street to 5th Street) Queue Jump Lanes & Class I Trail	\$4,750	\$1,900	\$2,850
076	City of Alameda	Webster Street Improvement	\$2,900	\$0	\$2,900
082	City of Albany	Solano Avenue Complete Streets	\$3,429	\$652	\$2,777
086	City of Berkeley	Hearst Avenue Complete Streets - Transit Improvements	\$278	\$37	\$241
091	City of Berkeley	Downtown Berkeley Multimodal Area Improvement Program	\$65,855	\$0	\$65,855
097	City of Berkeley	Complete Streets Corridor Improvement Program	\$3,572	\$3,344	\$228
312	City of Berkeley	San Pablo Complete Streets Corridor	\$31,663	\$0	\$31,663
104	City of Berkeley	Southside Multimodal Area Enhancement Program	\$6,928	\$0	\$6,928
105	City of Berkeley	Southside Two-way Streets Conversion Project	\$11,435	\$0	\$11,435
108	City of Berkeley	University Avenue Complete Streets Corridor	\$73,229	\$0	\$73,229
110	City of Berkeley	West Berkeley Area improvement Program	\$3,277	\$0	\$3,277
138	City of Fremont	Fremont Boulevard Streetscape Project - Centerville (Thornton Avenue to Central Avenue)	\$7,746	\$134	\$7,612
139	City of Fremont	Fremont Boulevard Streetscape Project - Downtown (Country Drive to Sundale Drive)	\$8,529	\$0	\$8,529
153	City of Fremont	SR-84 Relinquishment and Upgrades Phase I	\$13,063	\$0	\$13,063
157	City of Hayward	C Street Complete Street Project	\$2,980	\$0	\$2,980
162	City of Hayward	Main Street Complete Street Project	\$3,047	\$0	\$3,047
163	City of Hayward	Mission Boulevard Phases 2 and 3 Improvements	\$33,900	\$21,900	\$12,000
167	City of Livermore	Downtown PDA Multimodal Improvements	\$7,304	\$440	\$6,864
171	City of Livermore	Isabel/BART PDA Multimodal Improvements	\$16,100	\$10,300	\$5,800
183	City of Newark	Thornton Avenue Streetscape Improvement (Olive Street to Elm Street)	\$2,200	\$0	\$2,200
184	City of Newark	Thornton Avenue Streetscape Improvement (Elm Street to Willow Street)	\$2,200	\$0	\$2,200
188	City of Oakland	14th Street Avenue Streetscape Project	\$13,205	\$6,405	\$6,800
189	City of Oakland	27th Street Corridor Improvements	\$3,393	\$50	\$3,343
200	City of Oakland	West Grand Avenue Complete Streets Project	\$20,151	\$50	\$20,101
201	City of Oakland	Oakland Complete Streets Program	\$316,000	\$2,000	\$314,000
204	City of Oakland	Fruitvale Alive Gap Closure Streetscape Project	\$8,334	\$327	\$8,007
205	City of Oakland	20th Street Green Corridor Improvements	\$4,746	\$63	\$4,683
207	City of Oakland	East Bay BRT Corridor Connectors Streetscape Improvements	\$14,441	\$3,536	\$10,905
212	City of Oakland	MLK Jr Way Streetscape Project - Phase II	\$7,115	\$1,300	\$5,815
219	City of Oakland	Peralta Streetscape Project (Phase II)	\$7,115	\$300	\$6,815
243	City of Pleasanton	Stanley Boulevard Reconstruction (Main Street to 1st Street)	\$5,700	\$2,700	\$3,000

245	City of Pleasanton	Stoneridge Mall Sidewalk Construction	\$1,030	\$0	\$1,030	
251	City of San Leandro	Doolittle Drive Streetscape (Davis to Fairway)	\$421	\$0	\$421	
253	City of San Leandro	East 14th Street South Area Streetscape	\$15,720	\$0	\$15,720	
258	City of San Leandro	MacArthur Blvd Streetscape Phase 2	\$2,800	\$0	\$2,800	
259	City of San Leandro	Marina Boulevard Streetscape (Merced to Monarch Bay Drive)	\$11,000	\$0	\$11,000	
268	City of Union City	Decoto Road Complete Street Project	\$7,000	\$840	\$6,160	
291	City of Union City	Whipple Road Widening (I-880 to BART track)	\$12,000	\$1,249	\$10,751	
Multimodal Streetscape Improvements- Sub Total			\$1,145,593	\$80,749	\$1,064,843	
New Bicycle and Pedestrian Facilities						
008	Alameda County	Sidewalk Improvements at Various Locations in Unincorporated Alameda County	\$27,600	\$15,600	\$12,000	
009	Alameda County	Bicycle Improvements at Various Locations in Unincorporated Alameda County	\$19,980	\$4,140	\$15,840	
324	Alameda CTC	Countywide Bicycle Plan Implementation	\$249,000	\$0	\$249,000	
323	Alameda CTC	Countywide Pedestrian Plan Implementation	\$894,000	\$0	\$894,000	
050	City of Alameda	Blanding Avenue Track Removal and Corridor Improvements	\$5,170	\$0	\$5,170	
073	City of Alameda	Tilden Way Phase 2 Sidewalk Improvements	\$2,830	\$400	\$2,430	
080	City of Albany	Complete Streets for San Pablo Avenue and Buchanan Street	\$3,945	\$605	\$3,340	
081	City of Albany	San Pablo Avenue Cycle Track	\$290	\$0	\$290	
083	City of Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	\$1,980	\$124	\$1,856	
084	City of Berkeley	Adeline Street Complete Streets Corridor	\$11,672	\$0	\$11,672	
085	City of Berkeley	Ashby Avenue Complete Streets Corridor	\$2,579	\$0	\$2,579	
087	City of Berkeley	Citywide Bike Boulevard/Major Street Intersections Project	\$6,008	\$35	\$5,973	
088	City of Berkeley	Channing Bicycle Boulevard Safety Project	\$9,522	\$0	\$9,522	
089	City of Berkeley	Citywide Bicycle Improvement Program	\$37,552	\$0	\$37,552	
090	City of Berkeley	College Avenue Complete Streets Corridor	\$481	\$0	\$481	
092	City of Berkeley	Dwight Way Complete Streets Corridor	\$647	\$0	\$647	
093	City of Berkeley	Gilman Street Complete Streets Corridor	\$81	\$0	\$81	
096	City of Berkeley	Milvia Bike Boulevard Project	\$7,452	\$0	\$7,452	
101	City of Berkeley	Sacramento Complete Streets Corridor	\$963	\$0	\$963	
102	City of Berkeley	Shattuck Avenue Complete Streets Corridor	\$958	\$0	\$958	
106	City of Berkeley	Telegraph Avenue Complete Streets Corridor	\$25,349	\$0	\$25,349	
109	City of Berkeley	West Berkeley Areawide Pedestrian & Bicycle Improvements	\$25,500	\$0	\$25,500	
113	City of Dublin	Downtown Dublin PDA Bike and Ped Plan Implementation	\$21,418	\$325	\$21,093	
124	City of Emeryville	Bike Ped Plan Implementation	\$4,800	\$0	\$4,800	
131	City of Emeryville	South Bayfront Bridge	\$19,400	\$16,450	\$2,950	
155	City of Fremont	Warm Springs BART West Access Bridge and Plaza	\$35,715	\$10,715	\$25,000	
156	City of Fremont	I-880 Bicycle and Pedestrian Bridge and Trail	\$21,440	\$0	\$21,440	
194	City of Oakland	Citywide Bicycle Master Plan Implementation	\$119,100	\$23,223	\$95,877	
215	City of Oakland	Park Boulevard Bike and Pedestrian Path	\$3,094	\$100	\$2,994	
225	City of Piedmont	Bicycle Safety Improvements	\$460	\$4	\$456	
226	City of Piedmont	Grand Avenue Improvements	\$851	\$114	\$737	
227	City of Piedmont	Highland Avenue Improvements	\$800	\$111	\$689	
233	City of Pleasanton	Arroyo Mocho Trail Construction	\$10,000	\$0	\$10,000	



238	City of Pleasanton	Foothill Road Bike Lane Plan and Construction (I-580 to Verona Road)	\$2,200	\$0	\$2,200	
250	City of San Leandro	San Leandro Creek Trail	\$33,421	\$53	\$33,368	
262	City of Union City	Alvarado Niles Road Sidewalks	\$1,500	\$181	\$1,319	
272	City of Union City	Horner Street Sidewalk Construction	\$500	\$63	\$437	
274	City of Union City	Industrial Park Sidewalk Construction	\$3,000	\$357	\$2,643	
277	City of Union City	Bike/Ped Connection Over Niles Subdivision	\$20,000	\$0	\$20,000	
278	City of Union City	Lowry Road Sidewalk Construction	\$2,000	\$231	\$1,769	
<b>New Bicycle and Pedestrian Facilities - Sub Total</b>			<b>\$1,633,258</b>	<b>\$72,831</b>	<b>\$1,560,427</b>	<b>\$444,895</b>
<b>Other</b>						
281	City of Union City	Oakland Subdivision Acquisition	\$135,000	\$0	\$135,000	
325	Alameda CTC	Affordable Student Transit Pass Program	\$375,000	\$0	\$375,000	
<b>Other - Sub Total</b>			<b>\$510,000</b>	<b>\$0</b>	<b>\$510,000</b>	<b>\$145,611</b>
<b>Planning</b>						
322	Alameda CTC	Arterial Performance Initiative	\$200,000	\$0	\$200,000	
003	AC Transit	Dumbarton Bridge Transit Expansion Study & Implementation*	\$5,000	\$0	\$5,000	
005	AC Transit	Grand / MacArthur Feasibility Study	\$6,000	\$6,000	\$0	
045	Caltrans	Estuary Crossing Bridge Engineering Feasibility Study	\$250	\$0	\$250	
075	City of Alameda	Estuary Water Shuttle Project Study Report Equivalent	\$1,225	\$225	\$1,000	
133	City of Fremont	BayTrail - South Fremont to Milpitas Connection	\$75	\$0	\$75	
134	City of Fremont	Blacow Road Ped/Bike Grade Separation at BART/UPRR	\$75	\$0	\$75	
143	City of Fremont	Irvington BART Station Area Plan	\$300	\$0	\$300	
146	City of Fremont	Niles to City Center Bikeway with New Alameda Creek Bridge	\$150	\$0	\$150	
145	City of Fremont	Scoping/Planning for Irvington Trail Connector with I-680 Bridge	\$75	\$0	\$75	
206	City of Oakland	I-980 Multimodal Boulevard-2nd Transbay Tube Study	\$5,250	\$0	\$5,250	
296	LAVTA	Comprehensive Operational Analysis 2020	\$353	\$0	\$353	
297	LAVTA	Comprehensive Operational Analysis 2025	\$405	\$0	\$405	
<b>Planning - Sub Total</b>			<b>\$219,158</b>	<b>\$6,225</b>	<b>\$212,933</b>	<b>\$77,686</b>
<b>Preservation Rehabilitation</b>						
020	Alameda County	Pavement Rehabilitation at Various Locations in Unincorporated Alameda County	\$24,060	\$15,060	\$9,000	
329	Alameda CTC	Trail Maintenance	\$0	\$0	\$0	
014	Alameda County	Estuary Bridges Repairs	\$13,000	\$3,000	\$10,000	
067	City of Alameda	Citywide Street Resurfacing	\$3,200	\$3,200	\$0	
173	City of Livermore	Annual Pavement Maintenance - MTS Routes	\$98,275	\$26,000	\$72,275	
175	City of Newark	Balentine Drive and Cedar Boulevard Pavement Rehabilitation	\$1,117	\$0	\$1,117	
176	City of Newark	Cedar Boulevard Pavement Rehabilitation	\$1,144	\$0	\$1,144	
177	City of Newark	Edgewater Drive and Lake Boulevard Pavement Rehabilitation	\$1,124	\$0	\$1,124	
178	City of Newark	George Avenue Pavement Rehabilitation and Drainage Improvements	\$2,750	\$0	\$2,750	
179	City of Newark	Moore Avenue and Sycamore Street Pavement Rehabilitation	\$770	\$0	\$770	
180	City of Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Cherry Street)	\$1,502	\$0	\$1,502	
181	City of Newark	Thornton Avenue Pavement Rehabilitation (Cherry Street to Willow Street)	\$1,509	\$0	\$1,509	
182	City of Newark	Thornton Avenue Pavement Rehabilitation (Willow Street - SR-84)	\$986	\$0	\$986	
187	City of Newark	Zulmida Avenue Pavement Rehabilitation	\$770	\$0	\$770	

195	City of Oakland	Citywide Bridge Preventive Maintenance Program	\$27,141	\$250	\$26,891	
218	City of Oakland	Citywide Pedestrian Master Plan Implementation	\$45,507	\$11,000	\$34,507	
217	City of Oakland	Citywide Paving Program	\$641,250	\$242,850	\$398,400	
230	City of Piedmont	Sidewalk Replacement Project	\$1,400	\$1,400	\$0	
231	City of Piedmont	Annual Street Paving Improvements	\$4,347	\$4,347	\$0	
232	City of Pleasanton	Bernal Bridge Construction over Arroyo de la Laguna	\$4,300	\$1,700	\$2,600	
236	City of Pleasanton	Dublin Canyon Widening (Bridge Section Near Canyon Meadows)	\$2,450	\$450	\$2,000	
248	City of Pleasanton	West Las Positas Roadway Reconstruction (Hopyard Road to Stoneridge Drive)	\$2,250	\$50	\$2,200	
256	City of San Leandro	Lake Chabot Road Stabilization	\$2,256	\$41	\$2,215	
260	City of San Leandro	San Leandro Local Street Rehabilitation	\$43,700	\$13,700	\$30,000	
263	City of Union City	Alvarado Boulevard Pavement Rehabilitation	\$1,321	\$163	\$1,158	
265	City of Union City	Alvarado-Niles Road Pavement Rehabilitation	\$5,610	\$670	\$4,940	
267	City of Union City	Central Avenue Pavement Rehabilitation	\$667	\$157	\$510	
269	City of Union City	Decoto Road Pavement Rehabilitation	\$2,207	\$337	\$1,870	
271	City of Union City	Dyer Road Pavement Rehabilitation	\$2,202	\$332	\$1,870	
288	City of Union City	Union City Boulevard Pavement Rehabilitation	\$3,527	\$535	\$2,992	
289	City of Union City	Whipple Road - Pavement Rehabilitation (Phase 1)	\$552	\$132	\$420	
290	City of Union City	Whipple Road - Pavement Rehabilitation (Amaral Street to Mission Boulevard)	\$1,987	\$304	\$1,683	
304	Port of Oakland	Airport Drive Resurfacing	\$12,880	\$15	\$12,865	
<b>Preservation Rehabilitation- Sub Total</b>			<b>\$955,760</b>	<b>\$325,693</b>	<b>\$630,067</b>	<b>\$6,921</b>
<b>Routine Operations and Maintenance</b>						
327	Alameda CTC	Paratransit Program	\$232,000	\$0	\$232,000	
328	Alameda CTC	Transit Operations Service Augmentation	\$1,056	\$0	\$1,056	
126	City of Emeryville	Emery Go Round Operations	\$90,220	\$79,670	\$10,550	
197	City of Oakland	Broadway Shuttle Operations	\$26,755	\$1,465	\$25,290	
293	LAVTA	Atlantis Maintenance and Operations Facility Phase 3	\$46,464	\$15,765	\$30,699	
299	LAVTA	Administration and Operations Facility Improvements (Rutan Court)	\$1,096	\$0	\$1,096	
300	LAVTA	Training Video	\$25	\$0	\$25	
<b>Routine Operations and Maintenance - Sub Total</b>			<b>\$397,616</b>	<b>\$96,900</b>	<b>\$300,716</b>	<b>\$93,155</b>
<b>Safety and Security</b>						
011	Alameda County	Crow Canyon Road Safety Improvements	\$3,800	\$900	\$2,900	
015	Alameda County	Foothill Road Safety Improvements in the vicinity of Sunol	\$2,650	\$750	\$1,900	
326	Alameda CTC	Safe Routes To School	\$40,000	\$0	\$40,000	
154	City of Fremont	Vargas Road Improvements	\$4,235	\$135	\$4,100	
019	Alameda County	Patterson Pass Road Safety Improvements	\$6,500	\$1,200	\$5,300	
023	Alameda County	Tesla Road Safety Improvements Phase II	\$6,500	\$1,500	\$5,000	
039	Alameda County	Vasco Road Safety Improvement Phase II	\$24,000	\$4,000	\$20,000	
074	City of Alameda	Traffic Calming Devices at Various Locations	\$620	\$0	\$620	
079	City of Albany	Cornell Avenue Safe Routes to School	\$1,490	\$37	\$1,453	
098	City of Berkeley	Ohlone Greenway and Intersection Improvement Project	\$6,321	\$0	\$6,321	
099	City of Berkeley	Citywide Pedestrian Plan Safety Improvements Program	\$29,409	\$0	\$29,409	
111	City of Berkeley	West Berkeley Shuttle	\$49,803	\$36,478	\$13,325	

166	City of Hayward	First/Last-Mile BART Shuttle	\$55,985	\$350	\$55,635	
210	City of Oakland	Library Shuttle Program	\$6,156	\$250	\$5,906	
213	City of Oakland	Citywide Neighborhood Bus Shuttle Program (NBS)	\$24,100	\$1,200	\$22,900	
257	City of San Leandro	LINKS Shuttle Service	\$4,086	\$2,818	\$1,268	
121	City of Emeryville	Door to Door Paratransit Shuttle (8 to Go)	\$3,129	\$189	\$2,940	
136	City of Fremont	Citywide Freeway Interchange Safety and Access Upgrades	\$75	\$0	\$75	
209	City of Oakland	LAMMPS Phase 2 Improvements	\$20,022	\$4,562	\$15,460	
228	City of Piedmont	Oakland Avenue Pedestrian Improvements	\$855	\$112	\$743	
229	City of Piedmont	Pedestrian Safety Improvements	\$694	\$168	\$526	
235	City of Pleasanton	Freeway Overcrossing Improvements for Bicyclists (8 Interchanges)	\$1,750	\$50	\$1,700	
239	City of Pleasanton	Foothill Road S-Curve Modification (Muirwood Drive North to Highland Oaks Drive)	\$4,600	\$0	\$4,600	
252	City of San Leandro	Downtown Pedestrian Lighting Improvements	\$2,850	\$0	\$2,850	
283	City of Union City	Railroad Crossing Improvements	\$3,000	\$363	\$2,637	
<b>Safety and Security - Sub Total</b>			<b>\$302,630</b>	<b>\$55,062</b>	<b>\$247,568</b>	<b>\$26,886</b>
<b>Travel Demand Management</b>						
018	Alameda County	Alameda County Parking Demand and Management Strategy Study	\$175	\$50	\$125	
320	Alameda CTC	Countywide TDM Implementation	\$25,000	\$0	\$25,000	
048	City of Alameda	Alameda Point Transportation Demand Management Plan	\$5,000	\$750	\$4,250	
127	City of Emeryville	North Hollis Parking and TDM Program	\$1,285	\$25	\$1,260	
164	City of Hayward	Comprehensive Parking Management	\$1,536	\$85	\$1,451	
216	City of Oakland	Citywide Parking Management Program	\$16,574	\$5,794	\$10,780	
221	City of Oakland	Implementation Program for Citywide Safe Routes to School	\$133,379	\$12,941	\$120,438	
203	City of Oakland	Transportation Data Management Program	\$995	\$0	\$995	
<b>TDM- Sub Total</b>			<b>\$183,944</b>	<b>\$19,645</b>	<b>\$164,299</b>	<b>\$13,059</b>
<b>Programmatic - Total</b>			<b>\$6,851,196</b>	<b>\$866,326</b>	<b>\$5,984,864</b>	<b>1,148,000</b>

\* Initial funding by Programmatic category was based on the total Programmatic request of \$2.956 B and the total available balance of \$1.148 B in Regional Discretionary funding (Total \$2.65 B - Initial funding proposed for Projects \$1.502B) and assigning the available funds proportionate to the request.

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CTP Index	Table 5 - Draft CTP Projects					Fund Eligibility*				
	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Requested Local Discretionary Funding (\$ 000s)	Requested Regional Funding (\$ 000s)	RTIP	ATP	STP /CMAQ
	Arterial Projects (Improvements)			0	\$0					
112	City of Dublin	Dougherty Road Widening	\$22,875	\$6,035	\$16,840	\$8,420	\$8,420	x		x
115	City of Dublin	Dublin Boulevard Widening - Sierra Court to Dublin Court	\$5,824	\$2,912	\$2,912	\$1,456	\$1,456	x		x
120	City of Dublin	Tassajara Road Widening from N. Dublin Ranch Drive to City Limit	\$43,721	\$1,800	\$41,921	\$20,961	\$20,961			x
185	City of Newark	Thornton Avenue Widening (Gateway Boulevard to Hickory Street)	\$14,405	\$0	\$14,405	\$7,203	\$7,203			x
202	City of Oakland	Telegraph Avenue Complete Streets	\$16,727	\$0	\$16,727	\$8,364	\$8,364			x
237	City of Pleasanton	El Charro Road Extension (Stoneridge Drive to Stanley Boulevard)	\$59,000	\$300	\$58,700	\$29,350	\$29,350			x
266	City of Union City	Union City Boulevard Widening (Whipple to City Limit)	\$15,000	\$1,749	\$13,251	\$6,626	\$6,626	x		x
292	City of Union City	Whipple Road Widening (BART track to Mission Boulevard)	\$30,000	\$3,489	\$26,511	\$13,256	\$13,256	x		x
Subtotal Arterial Projects (Improvements)			\$207,552	\$16,285	\$191,267	\$95,634	\$95,634			
Arterial Projects (Gap Closures)										
026	Alameda CTC	I-880 to Mission Boulevard East-West Connector	\$230,514	\$23,508	\$207,006	\$103,503	\$103,503	x		x
114	City of Dublin	Dublin Boulevard - North Canyons Parkway Extension	\$79,589	\$3,446	\$76,143	\$38,072	\$38,072			
Subtotal Arterial Projects (Gap Closures)			\$310,103	\$26,954	\$283,149	\$141,575	\$141,575			
Bicycle & Pedestrian Projects										
016	Alameda County	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project*	\$71,000	\$0	\$71,000	\$35,500	\$35,500			x
132	City of Fremont	Auto Mall Parkway Widening and Improvements	\$26,601	\$0	\$26,601	\$13,301	\$13,301	x		x
140	City of Fremont	Fremont Boulevard Widening ( I-880 to Grimmer)	\$9,950	\$0	\$9,950	\$4,975	\$4,975	x		x
141	City of Fremont	Gimmer Boulevard Greenway	\$10,500	\$0	\$10,500	\$5,250	\$5,250			x
144	City of Fremont	Kato Road Widening (Warren Avenue to Milmont Drive)	\$5,700	\$4,600	\$1,100	\$550	\$550			x
151	City of Fremont	SR-84 Mowry Avenue Widening (Peralta Blvd to Mission Blvd)	\$45,000	\$0	\$45,000	\$22,500	\$22,500	x		x
152	City of Fremont	SR-84 Peralta Boulevard Widening (Fremont Blvd to Mowry Ave)	\$13,400	\$0	\$13,400	\$6,700	\$6,700	x		x
Subtotal Bicycle & Pedestrian Projects			\$182,151	\$4,600	\$177,551	\$88,775.50	\$88,775.50			
Highway Projects (Interchanges & Crossings)										
031	Alameda CTC	I-80 Gilman Street Interchange Improvements	\$38,388	\$25,392	\$12,996	\$6,498	\$6,498	x		
033	Alameda CTC	I-880 Broadway/Jackson Interchange Improvements	\$218,799	\$77,500	\$141,299	\$8,101	\$133,198	x		
035	Alameda CTC	I-880 Industrial Parkway Interchange Reconstruction	\$52,641	\$44,000	\$8,641	\$4,321	\$4,321	x		
036	Alameda CTC	I-880 Whipple Road Interchange Improvements	\$73,653	\$60,000	\$13,653	\$6,827	\$6,827	x		
123	City of Emeryville	Ashby I-80 Interchange with Bicycle and Pedestrian Ramps	\$54,800	\$52,100	\$2,700	\$1,350	\$1,350	x		
160	City of Hayward	I-880 A Street Interchange Reconstruction	\$47,833	\$42,500	\$5,333	\$2,667	\$2,667	x		
158	City of Hayward	SR-92/Clawiter Road/Whitesell Street Interchange Improvements	\$55,204	\$0	\$55,204	\$27,602	\$27,602	x		
246	City of Pleasanton	I-680 Overcrossing Widening and Improvements (at Stoneridge Drive)	\$17,000	\$0	\$17,000	\$8,500	\$8,500	x		
247	City of Pleasanton	I-680 Sunol Interchange Modification	\$17,400	\$400	\$17,000	\$8,500	\$8,500	x		
242	City of Pleasanton	Santa Rita Road I-580 Overcrossing Widening	\$9,400	\$0	\$9,400	\$4,700	\$4,700	x		

244	City of Pleasanton	Stoneridge Drive Widening (east of Johnson Drive and I-680 Interchange)	\$16,100	\$100	\$16,000	\$8,000	\$8,000	x		x
Subtotal Highway Projects (Interchanges & Crossings)			\$601,218	\$301,992	\$299,226	\$87,064.64	\$212,161.64			
Transit Oriented Development Projects										
199	City of Oakland	Coliseum City TOD Infrastructure	\$401,296	\$3,500	\$397,796	\$20,000	\$377,796			x
198	City of Oakland	Coliseum City Transit Hub	\$169,416	\$9,350	\$160,066	\$40,000	\$120,066			x
Subtotal Transit Oriented Development Projects			\$570,712	\$12,850	\$557,862	\$60,000	\$497,862			
Transit Projects										
069	City of Alameda	Ralph Appezzato Memorial Parkway BRT	\$9,581	\$20	\$9,561	\$4,781	\$4,781			x
196	City of Oakland	Broadway Shuttle Expansion	\$243,297	\$10,000	\$233,297	\$0	\$233,297			x
Subtotal Transit Projects			\$252,878	\$10,020	\$242,858	\$4,781	\$238,078			
Three Major Trail Development Program (Eligible Funds - \$264 M)										
025	Alameda CTC	East Bay Greenway: Lake Merritt to South Hayward	\$149,372	\$6,156	\$143,216	\$71,608	\$71,608			x
117	City of Dublin	Iron Horse Trail Crossing (old SPRR ROW) at Dublin Boulevard	\$11,153	\$1,050	\$10,103	\$5,052	\$5,052			x
118	City of Dublin	Iron Horse Trail Crossing at Dougherty Road	\$11,451	\$0	\$11,451	\$5,726	\$5,726			x
135	City of Fremont	East Bay Greenway/Rails to Trails - Central Park to Alameda Creek	\$11,985	\$3,115	\$8,870	\$4,435	\$4,435			x
170	City of Livermore	Livermore Iron Horse Trail	\$20,390	\$2,053	\$18,337	\$9,169	\$9,169			x
240	City of Pleasanton	Iron Horse Trail Bridge at Arroyo Mocho	\$2,200	\$0	\$2,200	\$1,100	\$1,100			x
Three Major Trail Development Program - Sub Total			\$206,551	\$12,374	\$194,177	\$97,089	\$97,089			
Local Arterial Network Gap Closure										
053	City of Alameda	Clement Avenue East Extension To Tilden Way	\$5,182	\$0	\$5,182	\$2,591	\$2,591			x
054	City of Alameda	Clement Avenue West Extension (Sherman Street to Grand Street)	\$5,446	\$0	\$5,446	\$2,723	\$2,723			x
063	City of Alameda	Mitchell Street Extension Project	\$7,670	\$0	\$7,670	\$3,835	\$3,835			x
119	City of Dublin	Scarlett Drive Extension	\$20,264	\$1,100	\$19,164	\$9,582	\$9,582			x
Local Arterial Network Gap Closure - Sub Total			\$38,562	\$1,100	\$37,462	\$18,731	\$18,731			
I-580 Corridor Freeway Improvements (Eligible Funds - \$28 M)										
116	City of Dublin	I-580 Interchange Improvement at Hacienda/Fallon Road - Phase 2	\$52,332	\$1,400	\$50,932	\$25,466	\$25,466	x		
168	City of Livermore	I-580 First Street Interchange Improvements	\$52,080	\$43,250	\$8,830	\$4,415	\$4,415	x		
169	City of Livermore	I-580 Greenville Road Interchange Improvements	\$57,965	\$49,755	\$8,210	\$4,105	\$4,105	x		
172	City of Livermore	I-580 SR-84/Isabel Interchange Improvements Phase 2	\$35,700	\$25,650	\$10,050	\$5,025	\$5,025	x		
174	City of Livermore	I-580 Vaso Road Interchange Improvements	\$69,300	\$49,850	\$19,450	\$9,725	\$9,725	x		
I-580 Corridor Freeway Improvements - Sub Total			\$267,377	\$169,905	\$97,472	\$48,736	\$48,736			
I-880 Corridor Freeway Improvements (Eligible Funds - \$85 M)										
150	City of Fremont	SR-262 Mission Boulevard Cross Connector Improvements	\$10,050	\$0	\$10,050	\$5,025	\$5,025	x		
161	City of Hayward	I-880 Winton Avenue Interchange Improvements	\$38,960	\$7,060	\$31,900	\$15,950	\$15,950	x		
190	City of Oakland	42nd Ave & High St Access Improvement at I-880 On/Off Ramp	\$18,042	\$7,938	\$10,104	\$5,052	\$5,052	x		
I-880 Corridor Freeway Improvements - Sub Total			\$67,052	\$14,998	\$52,054	\$26,027	\$26,027			
Union City Rail Program - Capitol Corridor Coast Line & UC Intermodal Station (Eligible Funds - \$75 M)										
276	City of Union City	Union City Intermodal Station Phase 4	\$75,000	\$0	\$75,000	\$37,500	\$37,500	x		x
Union City Rail Program - Sub Total			\$75,000	\$0	\$75,000	\$37,500	\$37,500			
			\$2,779,156	\$571,078	\$2,208,078	\$705,911	\$1,502,167			



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**Executive Director**  
Arthur L. Dao

**August 19, 2015**

**Mr. Steve Heminger**  
**Executive Director**  
**Metropolitan Transportation Commission**  
**101 Eighth Street**  
**Oakland, CA 94607**

**Dear Mr. Heminger,**

Alameda CTC has reviewed the draft targets and performance measures developed for the update of Plan Bay Area (PBA) 2040, and our comments are as follows.

As currently written, the draft goals and targets are heavily focused on housing and health, and only a limited number of them are related to transportation (only three out of ten) under the goal of Transportation System Effectiveness. Since PBA includes the long-range plan for transportation in the Bay Area, the goals and targets should ensure a strong focus on transportation to measure the impact of proposed investments on the region's multimodal transportation infrastructure by explicitly addressing the effectiveness of the system, goods movement, and system resiliency. This comment is in line with what the public stated during your outreach for PBA 2040 in public workshops and stakeholder meetings—that transportation system effectiveness and congestion are major concerns and should be addressed in the Plan.

Alameda CTC also believes that goods movement needs to be a large component of PBA 2040. Over 30 percent of the jobs in the Bay Area are related to goods movement, and the actual movement of goods is a critical economic driver of the region and mega-region; therefore, a performance target that focuses on the movement of goods is needed. While your Target #7 Economic Vitality (increase the share of jobs within 30 min by auto and 45 min by transit by TBD % in congested conditions) focuses on the movement of people,



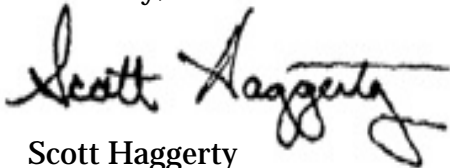
Alameda CTC believes a goods movement performance measure could be added that looks at travel time on select Origin-Destination pairs across the region within goods movement corridors that focuses on the movement of goods.

Transportation system effectiveness is a critical component of the quality of life and economy of the region. Alameda CTC believes that part of the system effectiveness needs to address congestion, both on roads and transit. For example, Target #10 could be modified to reduce per-rider transit delay due to aged infrastructure “and overcrowding.” It should also address transit service coordination and connectivity. In addition, one or two measures related to congestion (travel time/reliability) to comprehensively and directly assess the combined benefit of coordinated land use and investments on the region’s multimodal transportation infrastructure should be included.

Finally, considering the region’s vulnerability to natural disaster and the regional efforts on sea level rise (Adapting to Rising Tides), the performance targets should include a measure to assess resiliency of the region’s transportation infrastructure.

Again, because PBA includes the long-range plan for transportation in the Bay Area, the goals and targets should ensure a strong focus on transportation.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Haggerty". The signature is fluid and cursive, with a long horizontal stroke extending from the end.

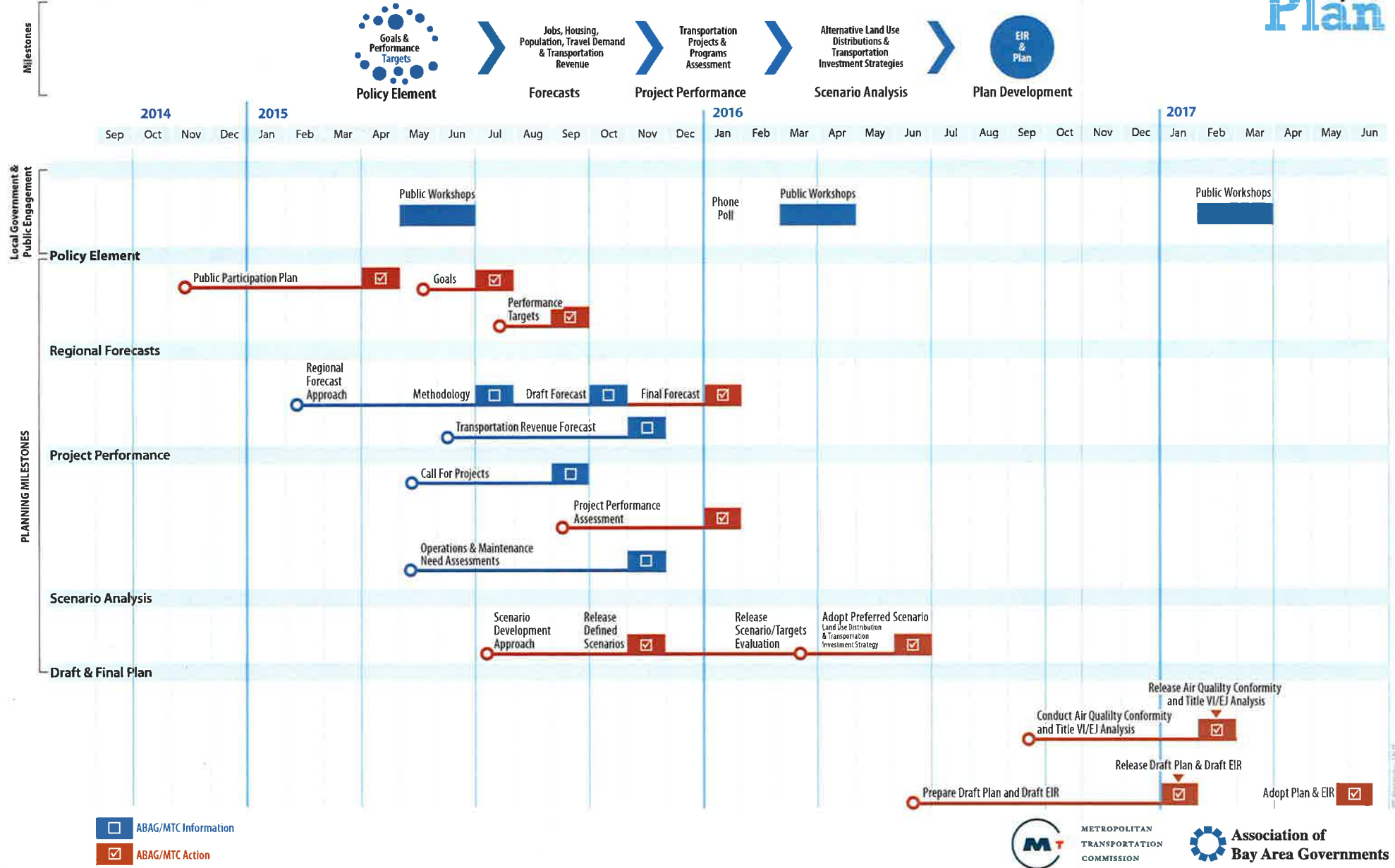
Scott Haggerty

Alameda CTC Chair, Alameda County District 1 Supervisor



# Plan Bay Area Update: Key Milestones 2014–2017

Attachment A



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