



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair
Supervisor Scott Haggerty, District 1

Commission Vice Chair
Vice Mayor Rebecca Kaplan,
City of Oakland

AC Transit
Director Elsa Ortiz

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

BART
Director Thomas Blalock

City of Alameda
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

Thursday, January 28, 2016, 2:00 p.m.

1111 Broadway, Suite 800 Oakland, CA 94607

Mission Statement

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

Public Comments

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

Recording of Public Meetings

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

Reminder

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

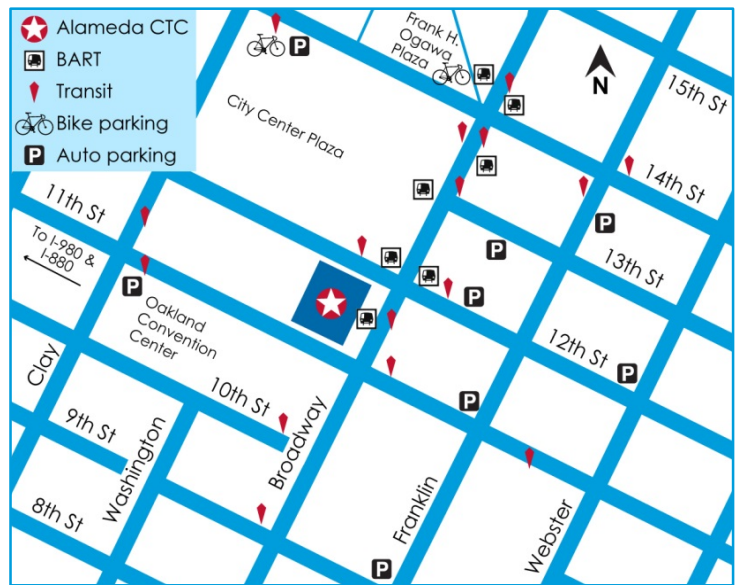
Glossary of Acronyms

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

Location Map

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

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



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

Accessibility

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



Meeting Schedule

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

Paperless Policy

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

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Commission Meeting Agenda

Thursday, January 28, 2016, 2 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

Chair: Supervisor Scott Haggerty,
Alameda County, District 1

Vice Chair: Councilmember Rebecca Kaplan,
City of Oakland

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

4. Election of Chair and Vice Chair

Page A/I*

4.1. [Election of Commission Chair and Vice Chair: Approve the election of the Commission Chair and Vice Chair and assign Commission standing committee members; and make other local and regional transportation committee assignments to serve during calendar year 2016](#)

1

A

4.2. Chair and Vice Chair Report

I

- Recognition of Outgoing Chair Scott Haggerty for his Leadership and Service to the Alameda County Transportation Commission.

5. Executive Director Report

I

6. Approval of Consent Calendar

On January 11, 2016 Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1 & 6.2.

6.1. [Approval of December 3, 2015 meeting minutes: Approval of the December 3, 2015 meeting minutes](#)

3

A

6.2. [2016 Calendar year Meeting Schedule: Approval of the 2016 calendar Year meeting schedule](#)

9

A

6.3. [I-580 Corridor High Occupancy Vehicle/Express Lane Projects \(PN 1373.000/1368.004/1373.001/1372.004/1372.005\): Monthly Progress Report](#)

13

I

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

39

I

6.5.	2016 Alameda Countywide Transportation Plan (CTP): Approval of performance measures for the 2016 Countywide Transportation Plan (CTP).	47	A
6.6.	SR-24 Caldecott Tunnel Settlement Projects (PN 716.0): Approval and Authorization to Restate and Execute Amendment No. 1 to Cooperative Agreement No. A11-0035 with the City of Berkeley	59	A
6.7.	Approval of Administrative Amendments to Various Project Agreements (A11-038, A09-006, A10-010, A13-0020)	69	A
6.8.	FY2016-17 Administration Support Services Contracts Plan: Approve the FY2016-17 Administration Support Professional Services Contracts Plan	73	A
6.9.	Alameda CTC Community Advisory Appointments Approval	81	A
7.	Community Advisory Committee Reports (Time limit: 3 minutes per speaker)		
7.1.	Bicycle and Pedestrian Advisory Committee - Midori Tabata, Chair	89	I
7.2.	Independent Watchdog Committee – Murphy McCalley, Chair	99	I
7.3.	Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair	101	I
8.	Planning, Policy and Legislation Committee Action Items On January 11, 2016, the Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations.		
8.1.	Legislative Update: Receive an update and approve the final 2016 Alameda CTC Legislative Program.	103	A
9.	Programs and Projects Committee Action Items On January 11, 2016, the Programs and Projects Committee approved the following action items, unless otherwise noted in the recommendations.		
9.1.	Measure B, BB and VRF Program and Capital Projects Update	155	I

10. Member Reports

11. Adjournment

Next meeting: February 25, 2015

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



Memorandum

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 21, 2016

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

RECOMMENDATION: Elect a Chair and Vice-Chair of the Commission, assign Commission standing committee members; and make other local and regional transportation committee assignments to serve during calendar year 2016

Summary

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

Background

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

Subsequent to the election, the Chair shall appoint all members of the Commission's four Standing Committees and include the designation of the chair and vice-chair of each Committee. The Chair shall also make appointments to other local and regional transportation committees when these appointments are required from the Alameda CTC.

Fiscal Impact: There is no fiscal impact.

Staff Contact

[Art Dao](#), Executive Director

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

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Alameda County Transportation Commission Meeting Minutes Thursday, December 3, 2015, 2:00 p.m.

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present except Commissioner Ortiz, Commissioner Chan, Commissioner Haubert, Commissioner Kaplan, Commissioner Miley, Commissioner Blalock, Commissioner Atkin, and Commissioner Kalb.

Commissioner Bucci was present as an alternate for Commissioner Valle.
Commissioner Worthington was present as an alternate for Commissioner Carson.

Subsequent to the roll call:

Commissioner Kaplan arrived during Item Item 3; Commissioners Miley, Atkin, and Kalb arrived during item 5; Commissioner Campbell-Washington arrived as an alternate for Commissioner Chan during item 5; Commissioners Blalock and Haubert arrived during item 6; Commissioner Fujioka was excused after the vote on item 8.1.

3. Public Comment

There were no public comments.

4. Chair and Vice Chair Report

4.1. Motion to Recognize the record and accomplishments of Mary V. King and to name the Alameda County Transportation Commission Conference Room the Mary V. King Conference Room

Commissioner Haggerty moved to approve this item. Commissioner Kaplan seconded the motion. The motion passed unanimously (Ortiz, Chan, Haubert, Kaplan, Miley, Blalock, Atkin, and Commissioner Kalb absent).

5. Executive Director Report

Art Dao stated his Executive Director report could be found on the Alameda CTC website as well as the in the Commissioners folders. He also updated the Commission on capital project delivery, the Route 84 Expressway, and the opening of the pilot segment of the East Bay Greenway.

6. Consent Calendar

6.1. Approval of October 22, 2015 Meeting Minutes

6.2. I-580 Corridor High Occupancy Vehicle/Express Lane Projects (PN 1373.000/1368.004/1373.001/1372.004/1372.005): Monthly Progress Report

- 6.3. Congestion Management Program (CMP): Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
- 6.4. Draft 2016 Alameda CTC Legislative Program: Approve Draft 2016 Alameda CTC Legislative Program.
- 6.5. California Transportation Commission October 2015 Meeting Summary
- 6.6. Timely Use of Funds Policies for Direct Local Distributions: Approve the Timely Use of Funds Policies for Direct Local Distributions.
- 6.7. Webster Street SMART Corridor Project (PN 740.0): Completion of System Integration): Approval to Execute Funding Agreement with the City of Alameda for Completion of System Integration
- 6.8. I-680 Northbound and Southbound Express Lane: Approval of funding for the I-680 Northbound Express Lane Project including the I-680 Southbound Express Lane Conversion.
- 6.9. Alameda CTC FY2015-16 First Quarter Investment Report: Approve the Alameda CTC FY2015-16 First Quarter Investment Report.
- 6.10. Alameda CTC FY2015-16 First Quarter Financial Report
- 6.11. Alameda CTC Staff and Retiree Benefits for Calendar Year 2016 and Salaries for Fiscal Year 2016-17
- 6.12. Alameda CTC Community Advisory Appointments Approval

Item 6.11 was pulled from the Consent Calendar for further consideration. Commissioner Spencer asked why there was no fiscal impact indicate on the staff report if there is an increase in several salary ranges. Seung stated that the action is to approve the salary range and not any direct increases to specific employees.

Commissioner Spencer asked of there were any increases to CalPers amounts based on increases in salaries and if so, do those increases have an impact on the budget. Patricia Reavey stated that the CalPers amounts are already included in the fiscal year approved budget.

Commissioner Atkin asked why there are more classifications listed then actual full time employees. Art stated that the classifications represent a performance track, where an employee may advance to a new classification.

Commissioner Worthington moved to approve the item. Commissioner Harrison seconded the motion. Commissioner Spencer opposed the item. Commissioner Haubert abstained from the vote. The motion passed with one opposed vote by Commissioner Spencer and one abstention by Commissioner Haubert (Ortiz, Haubert, and Blalock absent).

Commissioner Harrison moved to approve the remainder of the Consent Calendar. Commissioner Worthington seconded the motion. Commissioner Kalb abstained from the vote on item 6.6. The motion passed unanimously (Ortiz, Haubert, and Blalock absent).

7. Community Advisory Committee Reports

7.1. Bicycle and Pedestrian Advisory Committee (BPAC)

There was no one present from BPAC.

7.2. Independent Watchdog Committee (IWC)

Mims Holley, Vice Chair stated that elections were held, reviewed financial report from the auditors, reviewed vacancies.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

There was no one present from PAPCO.

8. Planning, Policy and Legislation Committee Action Items

8.1. Draft Countywide Goods Movement Plan: Approve the Draft Countywide Goods Movement Plan.

Tess Lengyel recommended that the Commission approve the Draft Countywide Goods Movement Plan. Michael Fischer from Cambridge Systematics provided a presentation that covered the draft plan, a review of the opportunity packages, and next steps. Michael covered the stakeholder engagement process and development process for the opportunity packages as a result of the needs assessment performed as part of the project. He also reviewed comments from PPLC and next steps.

Commissioner Kaplan asked where truck parking shows up in the opportunity packages. Michael stated that truck parking is included in package 1.

Commissioner Bucci asked when there will be a chance for a city to provide input for rail quiet zones. Tess stated that the program is still being developed and will definitely include input opportunities for local jurisdictions.

Commissioner Fujioka questioned what the agencies plans to do to address impacts of the plan. Tess stated that a lot of the programs in the plan deal with emission reductions, truck route planning, community impacts as well as quality of life issues.

Commissioner Capitelli asked if the agency would address "crude oil by Rail" and coal shipments that will come through Alameda County. Michael stated that there were no recommendations in the plan to address crude oil by rail or coal shipments but there have been discussions on the state level regarding these issues.

Commissioner Capitelli asked how many trucks will be taken off the road as a result of the plan. Michael stated that truck trip reductions will approximately eliminate 12 million truck VMT per year.

Commissioner Miley asked when the plan will be implemented. Art stated that the final approval is in February and there are some solutions in the plan, that have resources and funding, that can be started as soon as approval is gained.

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

9. Finance and Administration Committee Action Items

9.1. Alameda CTC Draft Audited Comprehensive Annual Financial Report for the Year Ended June 30, 2015: Approve the Alameda CTC Draft Audited Comprehensive Annual Financial Report for the Year Ended June 30, 2015.

Patricia Reavey recommended that the Commission approve the Alameda CTC Draft Audited Comprehensive Annual Financial Report for the Year Ended June 30, 2015. She stated that the auditors reported that Alameda CTC has what is considered a clean, or unmodified, audit. Patricia then introduced Ahmad Gharaibeh from Vavrinek, Trine, Day & Co., LLP to present financial highlights of the audited CAFR and the Measure B and Measure BB Limitations Calculations.

Ahmad stated that total net position was \$143.4 million at June 30, 2015, a decrease of \$36.0 million or 20.1 percent from the prior fiscal year end primarily related to capital project expenditures in the Measure B capital project funds. Total assets and deferred outflows increased slightly by \$0.1 million from \$436.5 million to \$436.6 million related to an increase in sales tax revenues receivable due to the passage of Measure BB, while cash and investments comprised \$359.1 million or 82.2 percent of the total assets. Ahmad stated that revenues totaled \$213.9 million for the fiscal year, and total liabilities and deferred inflow increased by \$36.1 million or 14.1 percent from \$257.0 million to \$293.2 million. This increase is primarily related to an increase in the accrual of Measure B capital project expenditures as Measure B bond funds are utilized to fund specific Measure B projects indicated in the official statement and an accrual for the distribution of new Measure BB Direct Local Distribution funds, which were received in the last week of the fiscal year for distribution to the member agencies in July 2015. Ahmad reporting that expenses totaled \$249.9 million for the fiscal year, and this was an increase of \$35.8 million or 16.7 percent over the fiscal year ended June 30, 2014 mostly related to Measure B and congestion management capital project expenditures and the new Measure BB Direct Local Distribution expenditures. He concluded with a suggestion that the Alameda CTC consider adopting a travel and expenditure policy to govern Commissioner related expenditures to strengthen the internal control process.

Commissioner Atkin asked if there was a specific amount for reporting unfunded liabilities. Ahmed stated that unfunded liability is \$78,000.

Commissioner Kaplan moved to approve this item. Commissioner Harrison seconded the motion. The motion passed unanimously (Fujioka and Ortiz absent).

10. Member Reports

There were no member reports.

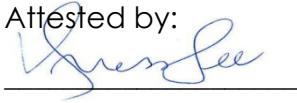
11. Adjournment

The next meeting is:

Date/Time: January 28, 2016 @ 2:00 p.m.

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

Attested by:



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Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 21, 2016

SUBJECT: Alameda CTC 2016 Meeting Schedule

RECOMMENDATION: Approve the Alameda CTC meeting schedule for the 2016 Calendar year

Summary

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

Background

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

Fiscal Impact:

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

Attachments

A. Alameda CTC 2016 Meeting Schedule

Staff Contact

[Art Dao](#), Executive Director

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

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(Second Monday of the Month) I-680 JPA I-580 PC PPLC PPC FAC	(Fourth Thursday of the Month) ACTC COMMISSION
January 11, 2016	January 28, 2016
February 8, 2016	February 25, 2016
March 14, 2016	March 24, 2016
April 11, 2016	April 28, 2016
May 9, 2016	May 26, 2016
June 13, 2016	June 23, 2016
July 11, 2016	July 28, 2016
August Summer Recess	August Summer Recess
September 12, 2016	September 22, 2016
October 10, 2016	October 27, 2016
November 14, 2016	No November Commission Meeting
No December Committee Meeting	December 1, 2016

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

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Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: Janaury 21, 2016

SUBJECT: I-580 Corridor High Occupancy Vehicle/Express Lane Projects (PN 1373.000/1368.004/1373.001/1372.004/1372.005): Monthly Progress Report

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

Summary

The Alameda CTC is the project sponsor of the I-580 Corridor High Occupancy Vehicle (HOV)/Express Lane Projects along the I-580 corridor in the Tri-Valley that are expected to open to traffic in early 2016 (weather dependent). The I-580 Eastbound Express Lane Project will convert the newly constructed eastbound HOV lane, from Hacienda Drive to Greenville Road, to a double HOV/Express Lane facility. The I-580 Westbound Express Lane Project will convert the westbound HOV lane to a single HOV/Express Lane facility from Greenville Road to San Ramon Road/Foothill Road. To increase access opportunities, the I-580 HOV/Express Lanes facility has been constructed as a continuous access type facility that will allow carpoolers to continue to travel at no cost.

Construction of the HOV and express lane civil infrastructure are nearing completion. Toll system installation has been completed with system testing expected to commence in mid-January 2016, after completion of toll system interface testing and troubleshooting.

Attachments A through E of this report provide detailed information on project funding, schedule and status of each corridor project, including the I-580 Eastbound HOV Lane Project - Segment 3 Auxiliary Lanes, Westbound HOV Lane Project (Segments 1 and 2), Eastbound Express Lane Project, Westbound Express Lane Project and the Toll System Integration.

Background

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

The I-580 Corridor HOV Lane Projects will be completed with the construction of three final projects in the Livermore Valley (two westbound HOV segments and one eastbound auxiliary (AUX) lanes project). All of these projects are currently in construction and are being administered by Caltrans. Construction activity began in March 2013 and will be completed by in March 2016 (weather dependent), including the civil infrastructure required for express lane implementation.

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

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

The toll system installation is complete. Punch list items have been coordinated and resolved with the civil construction contractor for power and communication sources required for system testing. Field coordination efforts have helped mitigate schedule delays and maintain plans to open the lanes in early 2016 (weather dependent).

Interface with the regional customer service center will have to be completed and tested prior to opening the toll lanes to the public. Preliminary interface testing between the I-580 Toll System and regional customer service center began in December 2015 to facilitate the toll operation when the lanes are opened to traffic. Staff will provide additional update to Commissioners at the meeting.

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

Attachments

- A. I-580 Eastbound HOV Lane Project Monthly Progress Report (PN 1368.004)
- B. I-580 Westbound HOV Lane Projects Monthly Progress Report (PN 1372.004/1372.005)
- C. I-580 Eastbound Express Lane Project Monthly Progress Report (PN 1373.000)
- D. I-580 Westbound Express Lane Project Monthly Progress Report (PN 1373.001)
- E. I-580 Express Lanes System Integration Monthly Progress Report
- F. I-580 Corridor HOV Lane Projects – Location Map
- G. I-580 Corridor Express Lane Projects – Location Map

Staff Contact

[Kanda Raj](#), Express Lanes Program Manager

[Stefan Garcia](#), Construction Program Manager

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ATTACHMENT A
I-580 Eastbound HOV Lane Project (PN 1368.004)
Monthly Progress Report
December 2015

PROJECT DESCRIPTION

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

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

CONSTRUCTION STATUS**Traffic Handling & Night Work**

Construction activities include both day and night work. No complete freeway closures are anticipated. Due to heavy daytime traffic volumes, closing traffic lanes in the daytime is not feasible. For this reason, most work can only be done during nighttime hours. Caltrans lane closure charts permit the contractor to perform this work at night between 9 pm and 4 am. Work behind k-rail and all bridge work is expected to occur during daytime hours.

Construction Challenges

Alameda CTC staff is working in close coordination with Caltrans to implement the project within limited funding. Due to the complexity of coordinating multiple work activities at overlapping locations, the installation of express lane support infrastructure has experienced delays. The project team has minimized delays by expediting priority locations and elevating priorities with supporting contractors and agencies such as Betancourt Brothers Construction, PG&E & Comcast. Challenges, delays and managed risks for this project include:

- Installation of future express Lane components to facilitate express lane completion. Project staff combined HOV and express lane construction work in a manner that keeps the single HOV lane open until the double lane HOV/express lane facility is completed.
- Paving work in the I-580 corridor was sourced to all three major HOV contractors from the same plant/quarry, due to volume and distance requirements for the

required products. The corridor contractors sequenced a plan that completed paving in the 2015 season to mitigate the impact on the entire delivery schedule.

- Lane closures for the express lane civil infrastructure are required for the work and were often in conflict with paving operations, requiring the express lane activities to be deferred until paving was completed.
- Significant delay was experienced in obtaining commercial power services from PG&E at 17 power sites necessary for the operation of the new express lane tolling system. All sites currently have power.
- Delays in the completion of fiber optics communication trunk throughout the corridor. The fiber trunk is complete.
- Contractor rework and design modifications to fit field conditions, including several "long distance" tolling sites on the corridor. All modifications are complete.
- Forecasts indicate high probability of an El Nino weather pattern. Weather may delay activities further over the 2015-2016 winter season.
- Bird Nesting on structures and in adjacent field areas

Completed Activities – 95% of the contract work was completed as of 11/20/15

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

- Median and outside widening and barrier reconfiguration
- Construction of auxiliary lanes from Isabel Ave. to First St.
- Las Positas Creek (EB and WB) bridge widenings
- Widening of major box culvert at Arroyo Seco and modification of drainage facilities; Creek diversion is removed and area restored
- All sound walls and retaining walls on the freeway corridor
- Pavement widening necessary for conversion of the existing HOV lane to a double express lane (high occupancy toll lane facility)

Ongoing & Upcoming Activities

Caltrans maintains a project website

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

- Test and troubleshoot infrastructure supporting express lane operations throughout the testing phase.
- Maintain HOV lane operation with temporary delineation until Express Lane "Go Live!" date
- Final striping and sign modifications to open Express Lane facility just prior to the "Go Live!" date.
- Open Express Lane facility

FUNDING AND FINANCIAL STATUS

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

Funding Plan – SEGMENT 3

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

SCHEDULE STATUS

The Eastbound AUX Lane project between Hacienda Drive and Greenville Road was advertised on July 9, 2012; bids were opened on October 5, 2012. Caltrans awarded the contract to OC Jones & Sons (with a bid 6.33 percent below the Engineer's Estimate) on November 16, 2012. With the inclusion of infrastructure to support express lane operations, HOV lane construction is now planned to complete in late 2015, clearing the way for Alameda CTC's express lane contractor to complete field installation and testing activities in advance of opening the new express lanes to revenue service.

Due to the complexity of coordinating multiple construction work activities at overlapping locations, completion of the express lane civil infrastructure has continued to experience significant delays. Delays during the construction phase of the HOV and express lane created consequent delay to the planned opening of the new express lane facilities, and staff now anticipates the facilities will be opened in early 2016 (weather dependent).

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

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ATTACHMENT B
I-580 Westbound HOV Lane Projects (PN 1372.004/1372.005)
Monthly Progress Report
December 2015

PROJECT DESCRIPTION

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

- **SEGMENT 1** – WB HOV Eastern Segment from Greenville Road to Isabel Avenue
- **SEGMENT 2** – WB HOV Western Segment from Isabel Avenue to San Ramon Road
- **SEGMENT 3** – Bridge widening at Arroyo Las Positas Creek. This work is included in the construction contract for the I-580 Eastbound (EB) HOV Lane Project (see Attachment A).

CONSTRUCTION STATUS – SEGMENTS 1 & 2

Traffic Handling & Night Work

Construction activities include both day and night work. No complete freeway closures are anticipated. Due to heavy daytime traffic volumes, closing traffic lanes in the daytime is not feasible. For this reason, most work can only be done during nighttime hours. Caltrans lane closure charts permit the contractor to perform this work at night between 9 pm and 4 am. Work behind k-rail and all bridge work is expected to occur during daytime hours.

Construction Challenges

Alameda CTC staff is working in close coordination with Caltrans to implement the project within limited funding. Due to the complexity of coordinating multiple work activities at overlapping locations, the installation of express lane supporting infrastructure has experienced delays. The project team has minimized delays by expediting priority locations and elevating priorities with supporting contractors and agencies such as Betancourt Brothers Construction, PG&E & Comcast. Challenges, delays and managed risks for the project include:

SEGMENT 1 (Eastern Segment) & SEGMENT 2 (Western Segment)

- Installation of future express Lane components to facilitate express lane completion. Project staff combined HOV and express lane construction work in a manner that will allow the HOV/express lane facility to be opened concurrently.
- Additional widening of the North Livermore Avenue structure to accommodate express lane width requirements. This work is complete.
- Paving work in the I-580 corridor was sourced to all three major HOV contractors from the same plant/quarry, due to volume and distance requirements for the required products. The corridor contractors sequenced a plan that completed paving in the 2015 season to mitigate the impact on the entire delivery schedule

- Lane closures for the express lane civil infrastructure are required for the work and were often in conflict with paving operations, requiring the express lane activities to be deferred until paving was completed
- Significant delay was experienced in obtaining commercial power services from PG&E at 17 power sites necessary for the operation of the new express lane tolling system. All sites currently have power.
- Delays in the completion of fiber optics communication trunk throughout the corridor. The fiber trunk is complete.
- Contractor rework and design modifications to fit field conditions, including several "long distance" tolling sites on the corridor. All modifications are complete.
- Forecasts indicate high probability of an El Nino weather pattern. Weather may delay activities further over the 2015-2016 winter season
- New retaining wall to account for recent, accelerated erosion within the Arroyo Seco Creek adjacent to the widening necessary for westbound lanes
- Coordination with concurrent Caltrans projects in the area to reduce cost
- Revision of pavement slab replacements to prioritize in areas most in need
- Elimination of a retaining wall to reduce project cost
- Changes to the pavement cross section to reduce project cost
- Bird Nesting on structures and in adjacent field areas
- Revision of pavement slab replacements to prioritize in areas most in need

Completed Activities

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

SEGMENT 1 (Eastern Segment) – 97% of the contract work was completed as of 11/20/15

- North Livermore Avenue bridge widening
- Bridge widening at Arroyo Las Positas (2 locations)
- Arroyo Seco RCB culvert extension
- Construct major drainage facilities (e.g. double box culvert)
- Concrete pavement slab replacements
- Excavate and construct retaining walls and soil nail walls
- Median and outside widening and barrier reconfiguration
- Soundwall construction at Vasco Road
- Installation of lighting electroliers in the median
- Lighting and Traffic Operation Systems
- Infrastructure to support express lane operations
- Pavement widening necessary new express lane (high occupancy toll lane facility)
- All paving activity is complete

SEGMENT 2 (Western Segment) – 95% of the contract work was completed as of 11/20/15

- Bridge widening at Tassajara Creek
- Precast slab pavement replacements

- Retaining walls
- Median and outside widening and barrier reconfiguration
- Installation of lighting electroliers in the median
- Lighting and Traffic Operation Systems
- Infrastructure to support express lane operations and pavement widening necessary new express lane (high occupancy toll lane facility)
- All paving activity is complete

Ongoing & Upcoming Activities

Caltrans maintains a project website

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

SEGMENT 1 (Eastern Segment) & SEGMENT 2 (Western Segment)

- Test and troubleshoot infrastructure supporting express lane operations throughout the testing phase
- Maintain HOV lane closed to traffic with temporary delineation until Express Lane "Go Live!" date
- Final striping and sign modifications to open Express Lane facility just prior to the "Go Live!" date
- Open Express Lane facility

FUNDING AND FINANCIAL STATUS

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

Funding Plan – SEGMENT 1 (Eastern Segment)

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

Funding Plan – SEGMENT 2 (Western Segment)

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

SCHEDULE STATUS

SEGMENT 1 (Eastern Segment):

The Westbound HOV Eastern Segment from Greenville Road to Isabel Avenue was advertised on July 16, 2012 and bids were opened on September 19, 2012. Caltrans awarded the contract to Ghilotti Construction Company, Inc. (with a bid 16.33 percent below Engineer's Estimate) on November 20, 2012. With the inclusion of infrastructure to support express lane operations, HOV lane construction is now planned to complete in early 2016, clearing the way for Alameda CTC's express lane contractor to complete field installation and testing activities in advance of opening the new express lanes to revenue service.

Due to the complexity of coordinating multiple construction work activities at overlapping locations, completion of the express lane civil infrastructure has continued to experience significant delays. Delays during the construction phase of the HOV and express lane created consequent delay to the planned opening of the new express lane facilities, and staff now anticipates the facilities will be opened in early 2016 (weather dependent).

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

SEGMENT 2 (Western Segment):

The Westbound HOV Western Segment from Isabel Avenue to San Ramon Road was advertised on June 25, 2012 and bids were opened on August 29, 2012. Caltrans

awarded the contract to DeSilva Gates Construction (with a bid 23.32 percent below Engineer's Estimate) on October 29, 2012. With the inclusion of infrastructure to support express lane operations, construction is now planned to complete in fall 2015, clearing the way for Alameda CTC's express lane contractor to complete field installation and testing activities in advance of opening the new express lanes to revenue service.

Due to the complexity of coordinating multiple construction work activities at overlapping locations, completion of the express lane civil infrastructure has continued to experience significant delays. Delays during the construction phase of the HOV and express lane created consequent delay to the planned opening of the new express lane facilities, and staff now anticipates the facilities will be opened in early 2016 (weather dependent).

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

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ATTACHMENT C

I-580 Eastbound Express Lane Project

Progress Report

December 2015

PROJECT DESCRIPTION

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

PROJECT DELIVERY STATUS

- The civil construction component is being implemented through the Contract Change Orders (CCOs) process under the three I-580 HOV lane projects currently in construction: the I-580 Westbound HOV Lane - West Segment Project; the I-580 Westbound HOV Lane - East Segment Project and the I-580 Eastbound HOV Lane - Segment 3 Auxiliary Lane Project. All CCOs have been issued and the work is nearing completion.
- Electronic toll system installation is complete
- Toll system interface testing is progressing

RECENT ACTIVITIES

- Civil construction activities are progressing (see Attachment A for details)
- Construction coordination meetings held to ease construction sequencing between the civil and systems construction projects and mitigate schedule delays
- Toll system installation, testing and outreach activities are progressing (see Attachment E for details)

UPCOMING ACTIVITIES

- Complete civil construction activities, including infrastructure required for the installation of toll system (see Attachment A for details)
- Toll system equipment tuning, interface and system testing, site acceptance testing and pre-opening public outreach activities are expected to continue until the lanes are open in early 2016 (see Attachment E for details)
- Toll system acceptance and outreach activities will continue beyond the lane opening, which is anticipated in early 2016, weather dependent.

POTENTIAL ISSUES/RISKS

Delays have been experienced in completing the civil infrastructure required for the toll system installation and lane opening. Due to the delays, the express lanes will now be

opened to traffic in early 2016. Staff continues to assess schedule delays to minimize lane opening delays.

FUNDING AND FINANCIAL STATUS

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

SCHEDULE STATUS

I-580 Eastbound Express Lane Project Schedule:

Project Approval	March 2014 (A)
Civil Design Completion	April 2014 (A)
Begin Construction	June 2014 (A)
End Construction (Civil Infrastructure for Toll Lanes)	Early 2016 (T)
End System Integration and Open Express Lanes	Early 2016 (T)

ATTACHMENT D
I-580 Westbound Express Lane Project
Progress Report
December 2015

PROJECT DESCRIPTION

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

PROJECT DELIVERY STATUS

- The civil construction component is being implemented through the Contract Change Orders (CCOs) process under the three I-580 HOV lane projects currently in construction: the I-580 Westbound HOV Lane - West Segment Project; the I-580 Westbound HOV Lane - East Segment Project and the I-580 Eastbound HOV Lane - Segment 3 Auxiliary Lane Project. All CCOs have been issued and the work is nearing completion.
- Electronic toll system installation is complete
- Toll system interface testing is progressing

RECENT ACTIVITIES

- Civil construction activities are progressing (see Attachment B for details)
- Construction coordination meetings held to ease construction sequencing between the civil and systems construction projects and mitigate schedule delays
- Toll system installation, testing and outreach activities are progressing (see Attachment E for details)

UPCOMING ACTIVITIES

- Complete civil construction activities, including infrastructure required for the installation of toll system (see Attachment B for details)
- Toll system equipment tuning, interface and system testing, site acceptance testing and pre-opening public outreach activities are expected to continue until the lanes are open in early 2016 (see Attachment E for details)
- Toll system acceptance and outreach activities will continue beyond the lane opening, which is anticipated in early 2016, weather dependent

POTENTIAL ISSUES/RISKS

Delays have been experienced in completing the civil infrastructure required for the toll system installation and lane opening. Due to the delays, the express lanes will now be opened to traffic in early 2016. Staff continues to assess schedule delays to minimize the delays in lane opening.

FUNDING AND FINANCIAL STATUS

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

SCHEDULE STATUS

I-580 Westbound Express Lane Project Schedule:

Project Approval	August 2013 (A)
Civil Design Completion	April 2014 (A)
Begin Construction	June 2014 (A)
End Construction (Civil Infrastructure for Toll Lane)	Early 2016 (T)
End System Integration and Open Express Lane	Early 2016 (T)

ATTACHMENT E
I-580 Express Lanes System Integration
Progress Report
December 2015

PROJECT DESCRIPTION

The I-580 Express Lane civil contract will construct the necessary civil infrastructure to implement the express lanes on I-580. Civil items include signing, sign gantries for dynamic messaging and toll reading, electrical conduit for connecting power and communication sources and pavement striping. The System Integration component of the project includes communication and tolling hardware design, software development, and factory testing of toll system equipment, hardware installation and toll system integration. Field testing the toll equipment and all subsystems, including the interfaces to the Bay Area Toll Authority (BATA) - Regional Customer Service Center and Caltrans, prior to implementing the new express lanes is also included under the System Integration contract. Implementation of express lane projects involves emerging technologies and is still a relatively new concept to Bay Area commuters. For this reason, Alameda CTC embarked on a robust education and outreach campaign in February 2015, to inform the public of the new facility and how to use the lanes. An update on public education and outreach is provided in Agenda Item 4.3.

Detailed Discussion

System integration improvements along the I-580 corridor include the most recent congestion management hardware, software and traffic detection technologies to efficiently manage current and forecasted traffic congestion to optimize existing corridor capacity. The system integrator will continue to own the software while the implementing agency will pay for a license to allow for the use of the toll integrator's software and services.

The project will include "near continuous" type access configuration to provide additional access opportunities through the express lane facility, while reducing the foot-print required for implementing a shared express/general purpose lane facility. In addition, the near continuous access configuration looks and feels similar to a High Occupancy Vehicle (HOV) facility and, therefore, is expected to provide driver familiarity through the corridor.

Real-time traffic and travel conditions (traffic speed and volume data) will be gathered through traffic monitoring devices at various stations throughout the facility. Demand-based toll rates will be calculated utilizing a dynamic pricing model algorithm. Travelers will be informed of the calculated toll rates ahead of express lane entry locations on Dynamic Message Signs (DMSs). The DMSs are expected to display two rates, the first rate is for travel within the current or immediately downstream zone (typically the next interchange) and the second rate is for travel to a major destination within the corridor (determined as the end of the line in the I-580 Corridor).

To support this near continuous access configuration, the electronic toll system has been developed to implement zone tolling and automated toll evasion violation enforcement which involves a license plate image capture and review process. Closely spaced toll antennas and readers will be placed approximately at 3/4-mile intervals to effectively read FasTrak® / FasTrak flex® (also known as switchable) transponders. A transponder will have to be read once within a toll zone by a toll reader; which will charge a flat fee for use of the lane within that zone. The Toll Enforcement Ordinance was adopted by the Commission in July 2015 that will enable Alameda CTC to enforce automated toll evasion violation through the use of license plate image capture and review process. The registered owners of vehicles without a valid FasTrak® account will be issued a toll evasion violation notice, following a procedure, similar to the current procedure employed throughout the San Francisco Bay Area on the toll bridges.

In addition, staff has been working closely with BATA to finalize the interface between the toll system, regional customer service center operations, and the distribution of the FasTrak® flex (aka switchable) transponders. Preliminary interface testing between the I-580 Toll System and regional customer service center began in December 2015 to facilitate the toll operation when the lanes are opened to traffic. Since express lanes involve new and emerging technologies and are a relatively new concept to Bay Area commuters, a comprehensive education and outreach effort is underway to inform motorists about the benefits of the new lanes, how to use them, and how to obtain the required FasTrak® or FasTrak® flex toll tags. An I-580 Express Lanes education and outreach campaign is being implemented within the project area and throughout the I-580 travel sheds, which include Alameda, San Joaquin, Stanislaus and Contra Costa Counties.

PROJECT STATUS

Toll system installation is complete. Construction punch-list items have been resolved with the civil contractor and toll system integrator to resolve minor power and communication issues to ensure power and communication sources are available to commence site acceptance test. Individual site preparations and preliminary interface testing with the regional customer service center have begun ahead of commencing the site acceptance test in mid- to late-January 2016. The lanes are anticipated to be opened in early 2016 (weather dependent). A summary of approved toll systems related change orders are included in Table A.

TABLE A. Toll System Construction Contract Change Orders:

CCO	CCO Budget	Description of CCO	CCO Amount	Remaining CCO Budget
Budget approved in July 2015	\$936,000			
No. 1		Additional scope and budget for ETCC to remobilize and provide increased traffic control to manage toll system installation	\$113,400	
No. 2		Additional three long-distance toll sites, based on field conditions that increased the labor and materials costs	\$70,500	\$752,100

The comprehensive education and outreach effort continues within the project area and throughout the I-580 travel shed. The outreach effort is focused on educating the public about the benefits of the lanes and that a toll tag (FasTrak/FasTrak flex) is required for all users. Collateral materials and online information has been updated to reflect the new anticipated opening schedule and staff has worked to inform partners including the cities and CHP. Outreach continues to employers and major corridor destinations as well as via presentations to civic groups. A significant media campaign will be launched on January 4, 2016, placing particular emphasis on commuter-oriented media including radio traffic sponsorships, online ads, local civic television, and outdoor transit posters as well as local print.

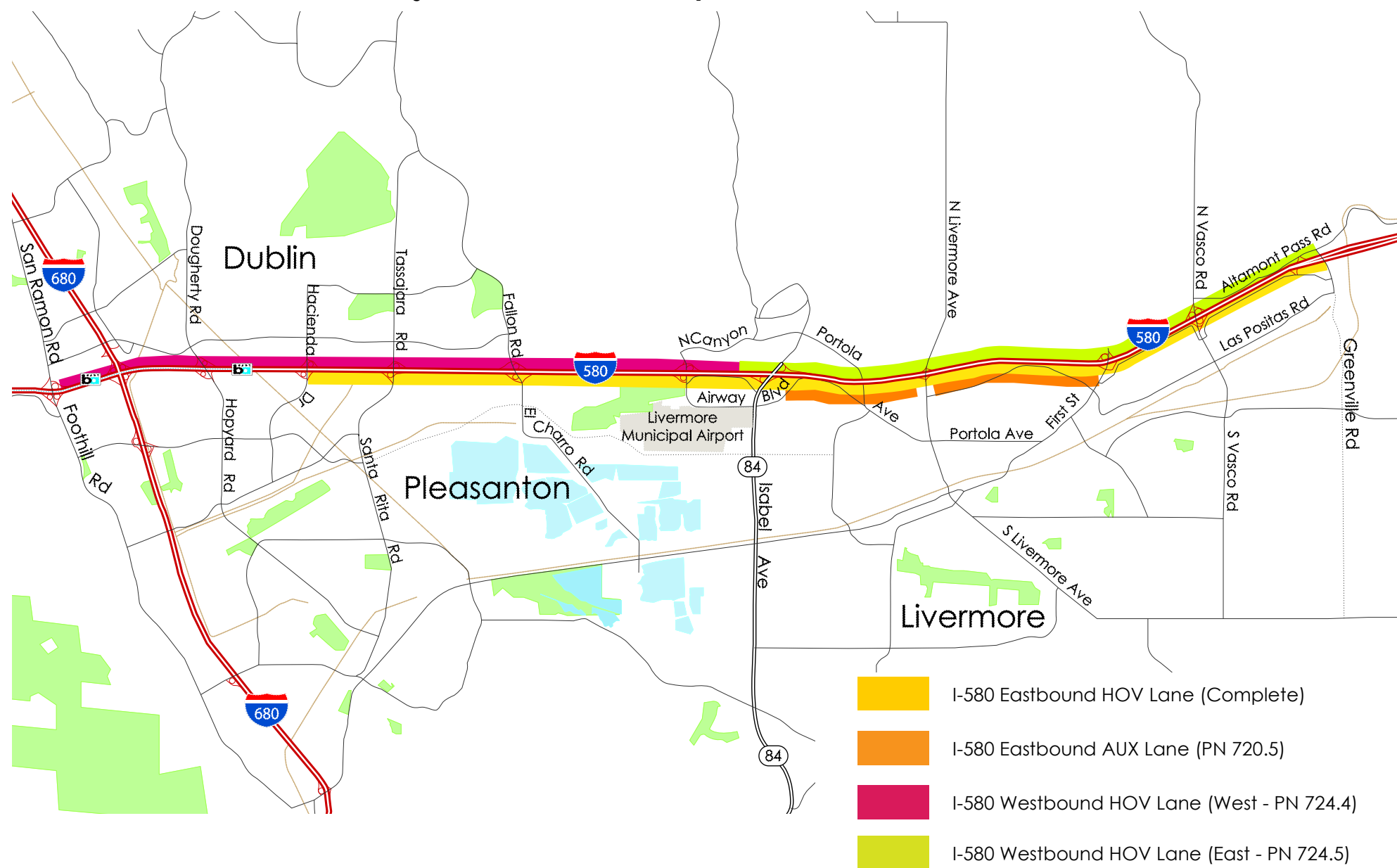
The public is obtaining FasTrak Flex toll tags at a good rate both online at www.bayareafastrak.org and at Costco, Safeway and Walgreens retail stores, and the Bay Area Toll Authority has registered more than 28,500 toll tags through November 2015.

Additional details of Project's public education and outreach are included in Agenda Item 4.3.

FUNDING AND FINANCIAL STATUS

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

I-580 Corridor HOV Lane Projects - Location map

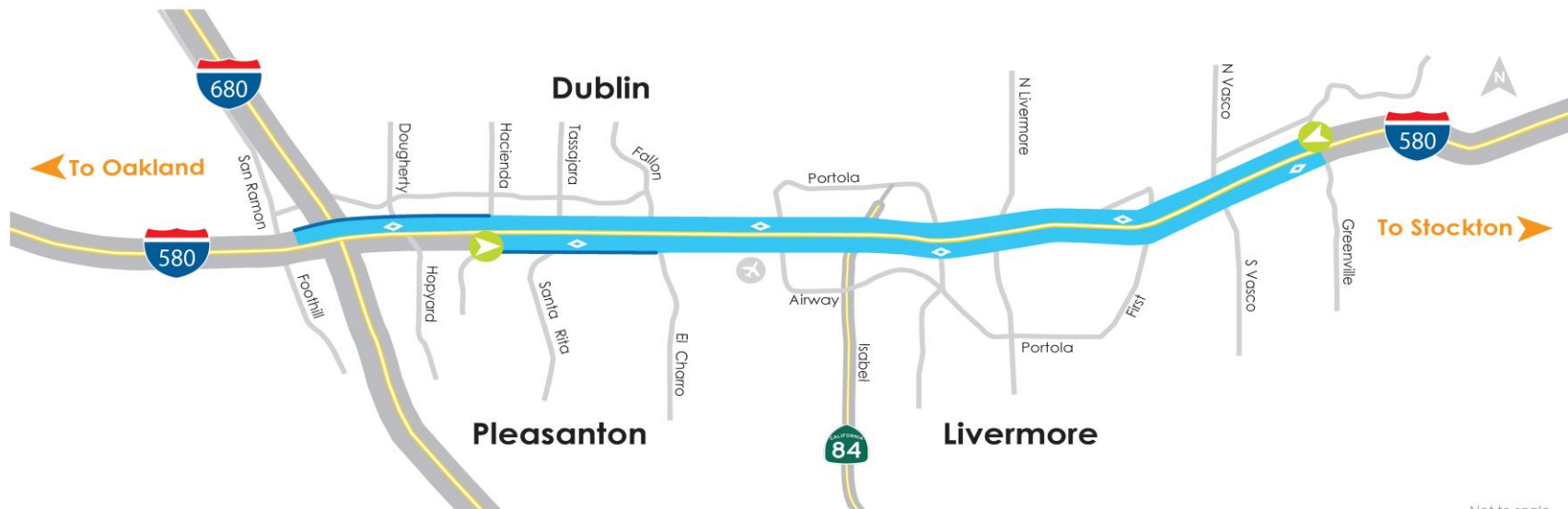


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I-580 Express Lanes Project Location Map

6.3G



Not to scale



Two Eastbound Express Lanes

Lanes begin at Hacienda

No entry/exit from eastbound express lanes from Hacienda to Fallon / El Charro.

Please note: For access to Santa Rita Road, do not enter express lanes.



One Westbound Express Lane

Lane begins at Greenville

No entry/exit from westbound express lane from Hacienda to end.

Please note: For access to I-680 or Dougherty, exit express lane before Hacienda.

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Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 21, 2016

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

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

Summary

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

Since the last update on November 9, 2015, the Alameda CTC reviewed one Supplemental Environmental Impact Report (SEIR) and one Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR). 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 Draft Supplemental Environmental Impact Report (SEIR) for City of Pleasanton's Johnson Drive Economic Development Zone (JDEDZ)
- B. Response to the City of Berkeley's Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Proposed 2129 Shattuck Avenue Project

Staff Contact

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

[Daniel Wu](#), Assistant Transportation Planner

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October 28, 2015

Eric Luchini
Associate Planner
Planning Division
City of Pleasanton
200 Old Bernal Avenue
Pleasanton, CA 94566

SUBJECT: Response to Draft Supplemental Environmental Impact Report (SEIR) for City of Pleasanton's Johnson Drive Economic Development Zone (JDEDZ)

Dear Mr. Luchini,

Thank you for the opportunity to comment on the Draft Supplemental Environmental Impact Report (SEIR) for the Johnson Drive Economic Development Zone (JDEDZ). The JDEDZ consists of approximately 40 acres along Johnson Drive from the I-680 Interchange at Stoneridge Drive north to the existing fitness center and parking lots bordering the I-580/I-680 interchange. The area currently contains a mixture of land uses, including light industrial, office, retail, institutional uses, and vacant parcels. With the development of the JDEDZ, the area could contain up to 509,990 square feet of occupied building space, a net increase of 285,302 square feet over the existing occupied buildings within the JDEDZ area. The SEIR assumes that the JDEDZ area would be developed in two or more phases, including an initial phase with hotel (88,000 square feet), club retail (148,000 square feet), and general retail (23,500 square feet) uses. Existing uses within the JDEDZ would operate until redevelopment occurs on those specific parcels.

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

- Note that the Alameda CTC is the Congestion Management Agency for Alameda County. Please correct the agency's name on page 4.D-1.
- The SEIR used the 2000 Highway Capacity Manual (HCM) operations methodology to evaluate traffic conditions at signalized intersections (as indicated on page 4.D-3). For the purpose of CMP Land Use, the Alameda CTC encourages using the HCM 2010 to study vehicle delay impacts.
- The SEIR refers to Alameda CTC's CMP Program approved in October 2013 (page 4.D-72). Note that the most recent 2015 CMP Program was approved in October 2015. For more information, please refer to Alameda CTC's 2015 CMP report:
http://www.alamedactc.org/app_pages/view/5224
- According to statutory requirement, MTC must find Alameda CTC's Congestion Management Program consistent with the Regional Transportation Plan (RTP), and as a result Alameda CTC's designated CMP network has become a subset of MTC's Metropolitan Transportation System (MTS). The CMP also distinguishes between the uses of the CMP Network and the MTS:

- The CMP network is used by Alameda CTC to monitor conformance with the level of service (LOS) standards.
- The MTS is used for Alameda CTC's Land Use Analysis Program.
Please update the paragraph under the SEIR's Section 4.D - MTS Roadway System (page 4.D-9) to reflect these facts. For more information, please refer to Chapter 2 of Alameda CTC's 2015 CMP report.
- To calculate volume-to-capacity (V/C) ratios, the SEIR provided per-lane capacity assumptions (pages 4.D-9 and 4.D-57) of 2,000 vehicles per hour for freeway segments, 800 vehicles per hour for surface streets, and 900 vehicles per hour for arterial roadways. The report should provide a source for these assumptions.
- In Section 4.D – MTS Roadway System (page 4.D-9), the SEIR indicated that the LOS significance threshold of LOS E is applicable to both MTS and CMP routes within the study area. Note that the Alameda CTC has not adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program (LUAP) of the CMP. Professional judgment should be applied to determine the significance of project impacts. Please refer to Chapter 6 of Alameda CTC's draft 2015 CMP report for more information.
- The Alameda CTC's CMP requires that the SEIR address potential impacts to not only roadways on the Metropolitan Transportation System (MTS) network, but also potential impacts of the project on MTS transit operators (BART and LAVTA/Wheels), Countywide Bicycle Network, and Pedestrian Areas of Countywide Significance. The following revisions should be made to the SEIR to reflect the multimodal nature of the CMP requirements:
 - Section 4.D – Alternative Transportation Modes (pages 4.D-10 and 4.11) should indicate that Alameda CTC's CMP requires evaluating potential impacts of the project to MTS transit operators, Countywide Bicycle Network, and Pedestrian Areas of Countywide Significance.
 - Section 4.D – Consistency with Adopted Policies, Plans, or Programs Supporting Alternative Transportation (page 4.D-65):
 - The language in this section should incorporate the multimodal nature of Alameda CTC's CMP requirement.
 - Given the project site's proximity (less than a mile) to the two Pleasanton BART stations, the study should also evaluate project impacts on the BART system, such as the number of passengers boarding and alighting, and parking demand at these stations.
- The SEIR indicated (on page 4.D-17) that the Alameda CTC travel model was applied on the MTS roadway segments analysis under cumulative conditions to analyze the impacts of the proposed EDZ on the regional network in 2025 and 2040. The current Alameda CTC model simulates travel demand for the forecast years 2020 and 2040. The SEIR should explain how 2025 traffic condition was estimated based on the Alameda CTC travel model.
- To calculate the number of trips generated by the project, the SEIR calculated the number of pass-by (traffic that would otherwise already be on the adjacent roadways, but the driver decides to stop at the site) and diverted trips (traffic on other nearby roadways, but the driver decides to take a short detour to stop at the site) in Appendix G, page 25. Two assumptions need further explanation:
 - The SEIR referred to the *ITE Trip Generation Handbook* and cited that "in a typical shopping center, approximately 50 percent of the traffic entering and exiting the site is already on the surrounding roadway system." However, the SEIR assumes a pass-by/diverted rate of 30 percent of the trip generation, and should provide an explanation for this assumption.

- The SEIR assumed that of the pass-by/diverted trips, 20 percent would be from I-580, 30 percent would be from I-680, 10 percent would be from Hopyard Road, and 40 percent would be from Stoneridge Drive. An explanation of this assumption would be helpful.

Thank you for the opportunity to comment on this SEIR. Please contact me at (510) 208-7428 or Daniel Wu of my staff at (510) 208-7453 if you have any questions.

Sincerely,



Tess Lengyel
Deputy Director of Planning and Policy

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

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November 13, 2015

Greg Powell
Principal Planner
Planning and Development Department
City of Berkeley
2120 Milvia Street,
Berkeley, CA 94704

SUBJECT: Response to the City of Berkeley's Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Proposed 2129 Shattuck Avenue Project

Dear Mr. Powell,

Thank you for the opportunity to comment on the NOP of a DEIR for the proposed 2129 Shattuck Avenue project. The 0.9-acre project site is located downtown in the City of Berkeley, on the northeast corner of Shattuck Avenue and Center Street, approximately one block west of the University of California. A single-story 14,765-square foot bank currently occupies this project site. The project proposes a 16-floor commercial/hotel building that consists of:

- Restaurant and outdoor dining (7,249 square feet),
- Café (1,473 square feet),
- Bank (6,482 square feet), and
- 336-room hotel with conference space, fitness and pool, lobby, administration and dining uses.

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 from 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".

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

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 21, 2016

SUBJECT: 2016 Alameda Countywide Transportation Plan (CTP)

RECOMMENDATION: Approve performance measures for the 2016 Countywide Transportation Plan (CTP).

Summary

The Alameda Countywide Transportation Plan (CTP) is a long-range planning and policy document that guides future transportation policies and investments for all transportation modes and users in Alameda County. Alameda CTC proposes to use a performance-based evaluation process for the 2016 CTP, applying a series of performance measures to measure the performance of the CTP; and a technical process that will evaluate the projects, programs, and plans to assess how they meet the adopted vision and goals. Staff seeks approval of the performance measures proposed for the 2016 CTP.

Background

The Alameda Countywide Transportation Plan (CTP), a long-range transportation planning and policy document for Alameda County's multimodal transportation system, is updated every four years; the existing CTP was adopted in 2012 and the 2016 update is currently underway. The 2016 CTP update process began in January 2015 and significant progress has been made to date. The call for projects to inform the 2016 CTP and Plan Bay Area 2040 was completed in July 2015 and the Commission reaffirmed the Vision and Goals from the 2012 CTP in July 2015. The project team screened the 332 applications that were received; and in October the Commission approved a final list of projects, programs, and plans for Plan Bay Area 2040, which was forwarded to the Metropolitan Transportation Commission on October 30, 2015.

This memorandum presents the background on the performance measurement approach proposed for the 2016 CTP, the list of performance measures, and a high-level technical approach that the 2016 CTP will apply for evaluation of the projects, programs and plans to assess how they meet the adopted vision and goals. Additionally, a series of outreach activities scheduled to collect community input into the CTP are detailed in the "Next Steps" section.

Performance-Based Planning for the 2016 CTP

The proposed performance-based evaluation process for the CTP differs from the more traditional process of selecting and applying performance measures through the travel demand model. Instead, it will be a culmination of the performance-based planning work currently underway for the three Countywide Modal Plans, the Multimodal Arterial Plan, the Transit Plan, and the Goods Movement Plan, along with a supplemental analysis for freeways, since the modal plans include limited analysis. Collectively, the modal plans do the following:

- a) set goals and objectives that align with the adopted vision and goals for the CTP;
- b) set performance measures;
- c) identify improvement needs by mode; and
- d) establish investment needs, policies, and strategies that align with the identified improvement needs for all modes.

In this new paradigm the CTP is the final step in establishing a countywide plan with financially constrained and vision components that align with the performance-based planning work completed by the modal plans. Table 1 presents the goals for the CTP and the three countywide modal plans. The attachments contain the proposed CTP performance measures. Attachment A documents their relationship to the 2012 CTP and the modal plan performance measures. Attachment B documents their relationship with the adopted 2016 CTP goals.

Additionally, the 2016 CTP will also include an analysis of equity in the transportation system. This analysis will allow Alameda CTC to understand major disparities in the quality of the transportation system which detrimentally impact historically disadvantaged demographic groups. The findings will enable Alameda CTC to target investments to programs and projects that can help reduce these disparities. The final CTP will use the equity analysis to identify improvements in the county, including fulfilling the need for updates to the Community Based Transportation Plans. More information on the equity analysis will be presented in early 2016.

Overview of Performance-Based Planning

To prepare for the identification of performance measures that provide a strong linkage with the 2016 CTP goals, the project team discussed performance-based planning and the role of performance measures in developing a CTP as follows.

As defined by the Federal Highway Administration (FHWA), "Performance-based planning is a data-driven, strategic approach, providing for public and stakeholder involvement and accountability, in order to make investment and policy decisions to attain desired performance outcomes for the multimodal transportation system."¹ The process includes the

¹ FHWA recently developed a guidebook on performance-based planning, titled "Model Long-Range Transportation Plans: A Guide for Incorporating Performance-Based Planning," August 2014. FHWA-HEP-14-046, FHWA website, accessed 10/2/14:

http://www.fhwa.dot.gov/planning/performance_based_planning/mlrtp_guidebook/.

setting of a strategic direction ("where do we want to go?"), building on a foundation of data from monitoring and evaluation of system performance ("where are we now?"), followed by analysis of how the county will move toward achieving its goals through investments and policies ("how are we going to get there?").

In the context of the 2016 CTP, performance-based planning allows policies and goals to be expressed in quantifiable terms and creates an analytical framework to determine the degree to which the investment package meets the policies and goals. This approach is intended to lead to a more systematic and analytical selection process for investment priorities. It also allows for ongoing monitoring of investment performance to inform future decision-making and to enable adjustments to be made as necessary as the plan is updated every four years. Alameda County and the rest of the region have been increasingly moving toward a performance-based planning approach for the past decade.

In addition to the intended uses of performance-based planning concepts, it is equally important to note the realistic limits of these techniques in the context of the CTP. The data-driven, analytical nature of performance-based planning typically requires a relatively robust set of analytical tools and models. Developing and applying such tools takes time and requires a series of assumptions about background conditions. A countywide plan in a county as populous, diverse, and complex as Alameda County involves scores (if not hundreds) of investment decisions. It is not practical to comprehensively evaluate each individual transportation project or program to determine its individual contribution to achieving the plan's goals; the time and cost required would be prohibitive. Further, the effect of a particular project depends in part on assumptions about other projects and programs that might be implemented concurrently; often a suite of projects implemented in tandem produces synergies that have a greater impact than the single projects implemented separately. Therefore, the evaluation will be performed on a package of projects and programs.

Technical Evaluation Approach

As a next step, the project team will work on developing the detailed performance evaluation process using the approved measures. Generally, the 2016 CTP is expected to utilize two primary technical methods for performance evaluation: 1) geographic analysis using a geographic information system (GIS) server; and 2) modeling work using the Alameda County travel demand model. A complementing qualitative analysis will also be performed to interpret results and connect them to the CTP goals.

The project team will also prepare and analyze four model scenarios using the Alameda CTC travel demand model (a.m. peak period, p.m. peak period, and daily):

1. Current Baseline (2010)
2. Future Baseline (2040) – Current Baseline plus Committed Projects Only
3. CTP Financially Constrained (2040)
4. CTP Vision – CTP projects unconstrained by funding (2040)

The team will use a combination of the GIS server and the model outcomes to understand and document performance of the transportation system for the 2016 CTP.

Performance Measures for the 2016 CTP

Alameda CTC undertook performance-based planning for each mode separately in the Multimodal Arterial Plan, Transit Plan, and Goods Movement Plan.

The visions for the four countywide plans are as follows:

CTP: 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.

Multimodal Arterial Plan: Alameda County will have a network of efficient, safe and equitably accessible arterials that facilitate the multimodal movement of people and goods, and help create a strong economy, healthy environment and vibrant communities, while maintaining local contexts.

Transit Plan: Create an efficient and effective transit network that enhances the economy and the environment and improves quality of life.

Goods Movement Plan: The Goods Movement system will be safe and efficient, provide seamless connections to international and domestic markets to enhance economic competitiveness, create jobs, and promote innovation while reducing environmental impacts and improving local communities' quality of life.

As visions for the modal plans are derived from and in line with the CTP's vision, the goals for the modal plans also align with the CTP goals as detailed in Table 1.

Table 1 Goals for the Countywide Transportation Plan and Countywide Modal Plans

CTP	Arterials Plan (MAP)	Transit	Goods Movement
Our transportation system will be: Multimodal	Multimodal: Based on local context and modal priorities, the arterial network will provide high-quality, well maintained and reliable facilities.	Increase transit mode share	Preserve and strengthen an integrated and connected, multimodal goods movement system that supports freight mobility and access, and is coordinated with passenger transportation systems and local land use decisions.
Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies	Accessible and Equitable: The arterial network will provide access for people of all ages, abilities, incomes and geographies.	Improve access to work, education, services and recreation	Reduce environmental and community impacts from goods movement operations to create healthy communities and a clean environment, and improve quality of life for those communities most impacted by goods movement.
Integrated with land use patterns and local decision-making	Connected across the County and Region: Using typologies that are supportive of local land use, the arterial network will provide connections for all modes within the county and across the County and Region's network of streets, highways and transit, bicycle and pedestrian routes.	Improve access to work, education, services and recreation	Preserve and strengthen... (see above)
Connected across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes	Connected across the County and Region... (see above)	Increase transit effectiveness (including effectiveness of inter-regional travel)	Preserve and strengthen... (see above)
Reliable and Efficient	Efficient Use of Resources: Investment in the arterial network will make efficient and effective use of resources.	Increase transit effectiveness... (see above)	Promote innovative technology strategies to improve the efficiency of the goods movement system. <i>Also see Healthy/Clean below</i>
Cost Effective	Efficient Use of Resources... (see above)	Increase cost efficiency	Provide safe, reliable, efficient and well-maintained goods movement facilities.
Well Maintained	Multimodal... (see above)	Achieve a state of good repair	Provide safe, reliable... (see above)
Safe	Safe, Healthy and Vibrant: The arterial network will be designed, built, and managed to reduce the incidence and severity of collisions, promote public health and help create vibrant local communities.	Achieve a state of good repair	Provide safe, reliable... (see above)
Supportive of a Healthy and Clean Environment	Safe, Healthy and Vibrant... (see above)	Reduce emissions	Reduce environmental and community impacts... (see above)

Performance Measures

Performance measures need to be nuanced and flexible enough to reflect changing and uncertain conditions in the real world, while at the same time being simple and reliable enough to be consistently evaluated with the data and tools available. In addition, they must be readily understood by stakeholders and decision-makers.

According to the FHWA guidebook, agencies with experience in developing and implementing performance-based plans typically recommend selecting no more than 10-15 performance measures; this number allows a balance between the desire to track many different transportation system characteristics that are important to different sets of users, while at the same time allowing the agency to calculate and monitor the measures within a reasonable level of resources.

In the context of the 2016 CTP, the countywide modal plans offered a good starting point for selecting performance measures. When taken together, the combined measures from these plans provide a comprehensive picture of the county's transportation system. Utilizing performance measures from each of the modal plans reinforces the importance of those plans and ensures that the 2016 CTP is reflective of those efforts. Considering that the vision and goals from the 2012 plan have been adopted for the 2016 plan, there is value in maintaining at least some of the performance measures used in the 2012 CTP. Additionally, evaluating the same performance measures would allow for tracking of progress on achieving the plan's goals over time.

The performance measures were selected using the following criteria:

- Can be analyzed using currently available data and tools
- Linked to the 2012 CTP and/or to one or more of the modal plans (Attachment A)
- Directly linked to one or more of the CTP goals (Attachment B)

Attachment B contains a list of potential performance measures and shows how those measures are linked to one of the modal plans and/or to the 2012 CTP. Attachment B shows, for that same list of measures, how each one is linked to one or more of the 2016 CTP goals. In most cases, a single performance measure speaks to multiple goals.

It is very important to keep in mind that the intended use of these performance measures is to compare the amount of change relative to the baseline condition, thus informing the stakeholders about the relative effects of each scenario to the baseline.

Next Steps

Upon Commission approval of the proposed performance measures, the project team will work on developing the detailed performance evaluation process using the approved measures.

As part of the outreach for the CTP, the Alameda CTC will hold four public workshops in January 2015 to gain input on priorities from the general community, as well as input on priorities and the equity analysis through a series of targeted focus groups. The workshop schedule is shown in Table 2 below. The focus groups will occur later in the spring and will be specially designed to get input from key population groups in Community-Based Transportation planning areas.

Table 2 2016 CTP Public Workshop Schedule

Date	Time	Location
Sunday, January 10	2:00 – 4:00 p.m.	Dublin Library, Community Room
Thursday, January 14	5:30 –7:30 p.m.	Alameda CTC, Suite 800
Saturday, January 23	10:00 am – 12:00 p.m.	Hayward City Hall Rotunda
Sunday, January 31	2:00 – 4:00 p.m.	Fremont Library, Fukaya Room A

Fiscal Impact: There is no fiscal impact.

Attachments

- A. 2016 CTP Performance Measures: Relationship to 2012 CTP and Modal Plans
- B. 2016 CTP Performance Measures: Relationship to 2016 CTP Goals

Staff Contact

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

[Saravana Suthanthira](#), Senior Transportation Planner

Performance Measures and Relationship to 2012 CTP and Modal Plans

Performance Measure	Relationship
MEASURES OF TRAVEL EFFICIENCY (all modes Including freight)	
Network congestion: Percent lane miles of congestion [and/or] Volume/Capacity on critical screenlines (including measurement of inter-regional trips)	<ul style="list-style-type: none"> • 2012 CTP • MAP: uses similar measure of congested speed and focuses on specific corridors • MAP: focuses on specific corridors and describes effect on transit reliability
Travel time: Travel time by mode (auto and transit)	<ul style="list-style-type: none"> • 2012 CTP • Transit Plan: focuses on transit travel time on specific routes (For Auto Transit: Use total travel time per capita instead of 2012 metric) • Goods Movement Plan: uses measure of buffer time indices on freight routes (For Freight routes use 2012 metric: Avg. time per trip for am/pm peak)
Travel time reliability: Ratio of average peak to off-peak period travel time	<ul style="list-style-type: none"> • 2012 CTP for truck routes (use the O-D freight routes and average ratios) • MAP: Focuses on specific corridors and describes effect on transit reliability • Goods Movement Plan: focuses on specific freight corridors
MEASURES OF TRANSIT USE AND ACTIVE TRANSPORTATION	
Transit and active transportation mode share: Percent of trips made by non-auto modes	<ul style="list-style-type: none"> • 2012 CTP
Transit ridership: Daily transit passengers carried per transit revenue hour	<ul style="list-style-type: none"> • 2012 CTP • Transit Plan (include all transit types in Transit Plan, rail, bus and ferry)
MEASURES OF TRANSPORTATION IMPACTS ON THE ENVIRONMENT	
Vehicle miles traveled: VMT per capita (which can also be used to estimate GHG and other emissions)	<ul style="list-style-type: none"> • 2012 CTP • Transit Plan • Goods Movement Plan
Carbon emissions: GHGs	<ul style="list-style-type: none"> • 2012 CTP
Particulate emissions: PM (2.5)	<ul style="list-style-type: none"> • 2012 CTP

Performance Measure	Relationship
MEASURES TO IMPROVE THE ECONOMY, (jobs and access)*	
Employment accessibility: Number of jobs accessible by 30-minute drive or 45- minute transit trip (by sector, by traffic analysis zone)	<ul style="list-style-type: none"> • 2012 CTP: focuses on transit accessibility of low-income households • Transit Plan
Activity center accessibility: Households within 20-minute drive or 30-minute transit ride of activity centers, e.g. universities, government centers, jobs centers, health facilities (by income groupings, by traffic analysis zone)	<ul style="list-style-type: none"> • 2012 CTP: focuses on low-income households, • New Measure: Widen to include all households and include subsets for low-income households
Equitable transit availability: Percent of low-income households within 0.25 mile of bus stop and 0.5 mile of rail station.	<ul style="list-style-type: none"> • 2012 CTP
MEASURES OF CONNECTIVITY AND SAFETY (all modes including freight)	
Pavement Condition Index: Unmet maintenance needs over plan horizon period	<ul style="list-style-type: none"> • 2012 CTP: uses similar measure of unmet maintenance needs • MAP • Goods Movement Plan
Safety: Rate of injury/fatality crashes	<ul style="list-style-type: none"> • 2012 CTP • Goods Movement Plan: focuses on truck-involved crashes
Network connectivity by mode	<ul style="list-style-type: none"> • MAP

*measures for freight included under travel efficiency

Performance Measures: Relationship to 2016 CTP Goals

Performance Measure	Relates to CTP Goal:								
	Multimodal	Accessible/ Affordable	Integrated	Connected	Reliable/ Efficient	Cost- Effective	Well- Maintained	Safe	Clean Environment
MEASURES OF TRAVEL EFFICIENCY (all modes including freight)									
Network congestion: Percent lane miles of congestion and/or volume-to-capacity on critical screenlines (including measurement of inter-regional trips)		☐			☐				
Travel time: Travel time by mode (auto, transit)	☐	☐		☐	☐				
Travel time reliability: Ratio of average peak to off-peak period travel time	☐	☐		☐	☐				
MEASURES OF TRANSIT USE AND ACTIVE TRANSPORTATION									
Transit and active transportation mode share: Percent of trips made by non-auto modes	☐	☐	☐	☐	☐				☐
Transit ridership: Daily transit passengers carried per transit revenue hour	☐	☐	☐	☐					☐
MEASURES OF TRANSPORTATION IMPACTS ON THE ENVIRONMENT									
Vehicle miles traveled: VMT per capita (which can also be used to estimate GHG and other emissions)			☐	☐	☐				☐
Carbon emissions: GHGs			☐	☐	☐				☐

	Relates to CTP Goal:								
Performance Measure	Multimodal	Accessible/ Affordable	Integrated	Connected	Reliable/ Efficient	Cost- Effective	Well- Maintained	Safe	Clean Environment

Particulate emissions: PM(2.5)



MEASURES TO IMPROVE ECONOMY(jobs and access)*

Employment accessibility: Number of jobs accessible by 30-minute drive or 45- minute transit trip (by sector, by traffic analysis zone)



Activity center accessibility: Households within 20-minute drive or 30-minute transit ride of activity centers, e.g. universities, government centers, jobs centers, health facilities (by income groupings, by traffic analysis zone)



Equitable transit availability: Percent of low-income households within 0.25 mile of bus stop and 0.5 mile of rail station.



MEASURES OF CONNECTIVITY AND SAFETY (all modes including freight)

Pavement Condition Index: Unmet maintenance needs over plan horizon period



Safety: Rate of injury/fatality crashes



Network connectivity by mode



*measures for freight included under travel efficiency

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Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 21, 2016

SUBJECT: SR-24 Caldecott Tunnel Settlement Projects (PN 716.0): Approval of Amendment No. 1 to Cooperative Agreement No. A11-0035 with the City of Berkeley

RECOMMENDATION: Authorize the Executive Director to restate and execute Amendment No. 1 to Cooperative Agreement No. A11-0035 with the City of Berkeley

Summary

The Caldecott Fourth Bore Improvement Project is being jointly managed by Alameda CTC, Contra Costa Transportation Authority (CCTA) and the California Department of Transportation (Caltrans). The CCTA would like to pass through Measure J Sales Tax payments to the City of Berkeley for work performed on the City of Berkeley implemented enhancement projects as a part of the settlement agreements between Caltrans and the Fourth Bore Coalition (FBC).

The purpose of the Restated and Amended Cooperative Agreement A11-0035-A1 (Attachment A) is to document the conditions and procedures which govern the payment of total \$2.05 million in RM-2 and Measure J funds by CCTA to City of Berkeley. Executing the amended agreement will allow Alameda CTC to process pass through payments from CCTA to the City of Berkeley.

Background

The Caldecott Fourth Bore Improvement Project is being jointly managed by Alameda CTC, CCTA and Caltrans. Project limits extend from the Route 24/Route 13 interchange in Alameda County to the Route 24/Gateway Boulevard interchange in Contra Costa County. Following certification of the Environmental Impact Report (EIR) for the project, which was prepared and certified by Caltrans as the lead agency under the California Environmental Quality Act (CEQA), Caltrans entered into separate settlement agreements with the City of Oakland and the Fourth Bore Coalition (FBC) resolving legal challenges to the EIR.

One aspect of the settlement agreement with the FBC provided for \$2.05 million in funding to the City of Berkeley for certain enhancement projects in the general vicinity of the main Project.

Alameda CTC and the City of Berkeley entered into a Cooperative Agreement #A11-0035 (Original Agreement) dated June 1, 2011 to govern the parties' rights and responsibilities regarding the enhancement projects being implemented by the City of Berkeley.

Metropolitan Transportation Commission (MTC) has allocated \$383,446 in Regional Measure 2 (RM-2) funds to CCTA for the City of Berkeley implemented enhancement projects. CCTA has also allocated \$1,666,534 in Measure J transportation sales tax funds for the City of Berkeley implemented enhancement projects.

The purpose of the Restated and Amended Cooperative Agreement A11-0035-A1 (Attachment A) is to document the conditions and procedures which govern the payment of total \$2.05 million in RM-2 and Measure J funds by CCTA to City of Berkeley. Executing the amended agreement will allow Alameda CTC to process pass through payments from CCTA to the City of Berkeley.

Fiscal Impact: The fiscal impact for approving the amendment is \$1,666,534 and will be included in the Alameda CTC's consolidated fiscal year 2015-16 proposed mid-year budget update for Commission approval.

Attachment

- A. Draft Amended and Restated Cooperative Agreement No. A11-0035-A1 with the City of Berkeley

Staff Contact

[James O'Brien](#), Interim Deputy Director of Programming and Allocations

[Vivek Bhat](#), Senior Transportation Engineer

AMENDED AND RESTATED
COOPERATIVE AGREEMENT
BETWEEN THE
CITY OF BERKELEY
AND THE
ALAMEDA COUNTY TRANSPORTATION COMMISSION

This Amended and Restated Cooperative Agreement (“AGREEMENT”) is made and entered into on _____, 2015, between the City of Berkeley (“CITY”) and the Alameda County Transportation Commission (“ALAMEDA CTC”). CITY and ALAMEDA CTC are sometimes hereinafter referred to as the “parties.”

RECITALS

A. The Caldecott Fourth Bore Improvement Project (“PROJECT”) is being jointly managed by ALAMEDA CTC, Contra Costa Transportation Authority (“CCTA”) and the California Department of Transportation (“CALTRANS”). PROJECT limits extend from the Route 24/Route 13 interchange in Alameda County to the Route 24/Gateway Boulevard interchange in Contra Costa County.

B. Following certification of the Environmental Impact Report (“EIR”) for the PROJECT, which was prepared and certified by CALTRANS as the lead agency under the California Environmental Quality Act (CEQA), CALTRANS entered into separate settlement agreements with the City of Oakland and the Fourth Bore Coalition resolving legal challenges to the EIR.

C. One aspect of the settlement agreement with the Fourth Bore Coalition provided for \$2.05 million in funding to the CITY for certain enhancement projects in the general vicinity of the PROJECT.

D. The enhancement projects eligible for funding under the terms of the settlement agreement with the Fourth Bore Coalition (collectively, “ELIGIBLE ENHANCEMENTS”) are listed in EXHIBIT A.1

E. Metropolitan Transportation Commission (“MTC”) has allocated \$383,466 in Regional Measure 2 (“RM-2”) funds to CCTA for the ELIGIBLE ENHANCEMENTS. Further, CCTA has allocated \$1,666,534 in Measure J transportation sales tax funds for the ELIGIBLE ENHANCEMENTS. The purpose of this AGREEMENT is to document the conditions and procedures which govern the payment of total \$2.05 million in RM-2 and Measure J funds by CCTA to CITY therefor.

F. ALAMEDA CTC and CITY entered into a Cooperative Agreement (“ORIGINAL AGREEMENT”) dated June 1, 2011 to govern the parties’ rights and responsibilities regarding the ELIGIBLE ENHANCEMENTS and the funding therefor.

G. The parties now desire to amend and restate the ORIGINAL AGREEMENT to reflect agreed-upon changes in funding allocations which have occurred subsequent to the date of the ORIGINAL AGREEMENT.

NOW, THEREFORE, in consideration of the foregoing, the ALAMEDA CTC and CITY agree that the ORIGINAL AGREEMENT is amended and restated in its entirety as follows:

**SECTION 1
CITY AGREES:**

1.1 To prepare a detailed draft IMPLEMENTATION PLAN identifying specific projects selected from EXHIBIT A to be constructed using the funding available hereunder and documenting the funding and expected schedule for such projects, which IMPLEMENTATION PLAN shall be submitted to the ALAMEDA CTC for review and approval (pursuant to Section 2.1) not less than 30 days prior to initiating work, and to revise and resubmit the same to ALAMEDA CTC for a further review period if the ALAMEDA CTC does not approve the same. The projects included on the approved IMPLEMENTATION PLAN shall collectively be referenced as "SELECTED ENHANCEMENTS" herein.

1.2 In the event CITY finds it necessary to revise the approved IMPLEMENTATION PLAN, including but not limited to modifications with respect to the funding or implementation schedules or deletion or addition of new projects, to submit the proposed revised IMPLEMENTATION PLAN to ALAMEDA CTC for review in a manner consistent with Section 1.1.

1.3 To provide oversight to ensure compliance with state and federal standards and/or regulations that may apply to the SELECTED ENHANCEMENTS, including coordination with CALTRANS for its review and approval of plans, specifications, and estimates.

1.4 To assign a project coordinator to act as a liaison to ALAMEDA CTC staff.

1.5 To invoice ALAMEDA CTC for reimbursement of payments made and CITY staff costs related to preparation of the IMPLEMENTATION PLAN and implementation of the SELECTED ENHANCEMENTS, consistent with EXHIBIT B, including all supporting details, with a certification that the invoice is accurate and not the subject of a prior billing.

1.6 To provide progress reports and summary of expenditures to date to the ALAMEDA CTC with invoices.

1.7 To allow ALAMEDA CTC and/or CCTA to audit all expenditures relating to SELECTED ENHANCEMENTS. For four (4) years following (i) completion of the SELECTED ENHANCEMENTS or (ii) earlier discharge of this AGREEMENT, CITY shall make available to ALAMEDA CTC and/or CCTA all records relating to expenses incurred implementing the SELECTED ENHANCEMENTS.

1.8 To complete the SELECTED ENHANCEMENTS in a manner consistent with the IMPLEMENTATION PLAN.

SECTION 2
ALAMEDA CTC AGREES:

2.1 To review and comment on any draft or revision to CITY's IMPLEMENTATION PLAN within 30 days after receipt thereof. If ALAMEDA CTC concurs that the submitted IMPLEMENTATION PLAN is realistic and consistent with the list of ELIGIBLE ENHANCEMENTS, ALAMEDA CTC will notify CITY that the IMPLEMENTATION PLAN is approved.

2.2 To review invoices from CITY consistent with agreed upon work, confirm that work has been completed consistent with the invoice, and approve for payment thereof by CCTA if invoice is reasonable, and satisfactory progress is being made in implementing the SELECTED ENHANCEMENTS.

2.3 Upon receipt of each payment from CCTA based on an approved invoice, to pay the same amount to CITY.

2.4 To coordinate with the CITY and provide progress reports and the summary of expenditures to date to the CCTA.

SECTION 3
IT IS MUTUALLY AGREED:

3.1 Term: This AGREEMENT will remain in effect until discharged as provided in Section 3.2 below.

3.2 Discharge: This AGREEMENT shall be subject to discharge as follows:

(a) Either party may terminate this AGREEMENT at any time for cause pursuant to a power created by the AGREEMENT or by law, other than for breach, by giving written notice of termination to the other party which shall specify both the cause and the effective date of termination. Notice of termination under this provision shall be given at least ninety (90) days before the effective date of such termination.

(b) This AGREEMENT may be canceled by a party for breach of any obligation, covenant or condition hereof by the other party, upon notice to the breaching party. With respect to any breach which is reasonably capable of being cured, the breaching party shall have 30 days from the date of the notice to initiate steps to cure. If the breaching party diligently pursues cure, such party shall be allowed a reasonable time to cure, not to exceed sixty (60) days from the date of the initial notice, unless a further extension is granted by the non-breaching party. On cancellation, the non-breaching party retains the same rights as a party exercising its right to terminate under the provisions of Section 3.2(a), except that the canceling party also retains any remedy for breach of the whole contract or any unperformed balance.

(c) By mutual consent of both parties, this AGREEMENT may be terminated at any time.

(d) This AGREEMENT shall be automatically terminated upon the earlier of (i) CITY's completion of the SELECTED ENHANCEMENTS or (ii) CITY's receipt of all funds covered by this AGREEMENT. Notwithstanding the foregoing, should any claims arising out of the SELECTED ENHANCEMENTS be asserted against one of the parties, the parties agree to extend the termination date of this AGREEMENT until such time as the claims are settled or dismissed.

3.3 If there are any cost increases for the SELECTED ENHANCEMENTS above the estimated total cost therefor or shortfalls in the funding package for the SELECTED ENHANCEMENTS, the CITY and the ALAMEDA CTC shall consult with each other to determine a course of action. Such determination will be incorporated into this AGREEMENT by a written amendment.

3.4 Neither the CITY nor any officer or employee thereof shall be responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by ALAMEDA CTC under or in connection with any work, authority or jurisdiction delegated to ALAMEDA CTC under this AGREEMENT. It is understood and agreed that pursuant to Government Code 895.4, the ALAMEDA CTC shall fully defend, indemnify, and save harmless the CITY and all of its officers and employees from all claims, suits or actions of every name, kind and description brought on for or on account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by ALAMEDA CTC under or in connection with any work, authority or jurisdiction delegated to the ALAMEDA CTC under this AGREEMENT.

3.5 Neither ALAMEDA CTC nor any officer or employee thereof, shall be responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by the CITY under or in connection with any work, authority or jurisdiction delegated to the CITY under this AGREEMENT. It is understood and agreed that pursuant to Government Code 895.4, the CITY shall fully defend, indemnify, and save harmless ALAMEDA CTC from all claims, suits or actions of every name, kind and description brought on for or on account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by the CITY under or in connection with any work, authority or jurisdiction delegated to the CITY under this AGREEMENT.

3.6 The validity of this AGREEMENT and of any of its terms and provisions, as well as the rights and duties of the Parties hereunder, shall be governed by the laws of the State of California.

3.7 This AGREEMENT contains the entire understanding between the CITY and the ALAMEDA CTC, and no oral understanding or agreement not incorporated herein shall be binding on any of the Parties hereto. No alteration or variation of the terms of this AGREEMENT shall be valid unless made in writing and signed by both of the Parties hereto. This AGREEMENT shall be binding upon each Party, its legal representatives, and successors.

In witness whereof, the ALAMEDA CTC has by order caused this AGREEMENT to be subscribed by the binding authority of the ALAMEDA CTC and the CITY has by order caused this AGREEMENT to be subscribed by the binding authority of the CITY.

ALAMEDA COUNTY TRANSPORTATION
COMMISSION (“ALAMEDA CTC”)

CITY OF BERKELEY ("CITY")

By: _____ Date _____
Arthur L. Dao
Executive Director

By: _____
Dee Williams-Ridley, City Manager Date _____

Recommended:

By: _____
Deputy Direct of Programming and Projects Date _____

Reviewed as to Budget/Financial Controls:

By: _____ Date _____
Patricia Reavey
Director of Finance and Administration

Approved as to form and legality:

Approved as to Form:

Wendel, Rosen, Black & Dean LLP Date _____
ALAMEDA CTC Legal Counsel

Deputy City Attorney Date

COOPERATIVE AGREEMENT No. A11-0035-A1
 BETWEEN THE
 CITY OF BERKELEY
 AND THE
 ALAMEDA COUNTY TRANSPORTATION COMMISSION
EXHIBIT A
**CALDECOTT IMPROVEMENT PROJECT—CITY OF
 BERKELEY/CALIFORNIA DEPARTMENT OF TRANSPORTATION
 SETTLEMENT AGREEMENT**
Eligible Enhancement Projects

Project #	Project Name	Total
PRIORITY 1		
1	Claremont & Ashby Intersection Improvement Study (Phase 1)	\$10,000
2	Claremont & Ashby Intersection Improvements (Phase 2)	\$307,500
3	Upland Corner Radius	\$32,250
4	Uplands @ Tunnel (Phase 1) - Study HAWK signal	\$30,000
5	Uplands @ Tunnel (Phase 2) - Implementation	\$287,500
6	College @ Ashby intersection study (Phase 1) - Left turn NB College to WB Ashby; Ped scramble; Ped signal instruction signs	\$20,000
7	College @ Ashby (Phase 2)	\$138,000
8	Alameda Countywide Bicycle Plan, Project 22, AI: Domingo between Russell/Claremont and Tunnel	\$23,400
9	Alameda Countywide Bicycle Plan, Project 22, AJ: Tunnel between Claremont and Caldecott	\$42,200
10	Speed Limit Signs (replace 35 mph with 25 mph)	\$8,750
11	Hard wire Speed Feedback Signs	\$44,500
12	Sidewalk repair and possible widening on North Side of Tunnel Rd.	\$43,500
13	SR 24 Guide Signs (Berkeley next three exits)	\$16,500
14	Domingo @ Tunnel reduce corner radii for shorter ped crossing	\$72,500
15	Domingo @ Tunnel Pedestrian and turn restriction signs	\$8,750
16	Oakridge and Tunnel Rd. Safe egress (Phase 1)	\$30,000
17	Oakridge and Tunnel Rd. Safe egress (Phase 2)	\$287,500
18	Ashby Corridor: Video detection at MLK	\$28,750
19	Ashby @ Telegraph add left turn phasing	\$41,500
20	Ashby @ MLK add left turn phasing	\$11,500
21	9th Street Bicycle Boulevard Extension @ Ashby (Phase 1); Berkeley Bicycle Masterplan Project 53	\$70,000
22	9th Street Bicycle Boulevard Extension @ Ashby (Phase 2); Berkeley Bicycle Masterplan Project 53	\$287,500
23	Ashby @ Hillegass (Phase 1) - Study HAWK signal	\$30,000
24	Ashby @ Hillegass (Phase 2) - Implementation	\$287,500
25	Berkeley Pedestrian Masterplan: Project 26	\$16,500

PRIORITY 2		
26	Gateway Sign at NB Hwy 13 entrance to Berkeley	\$38,750
27	Ashby Corridor: Video detection at Shattuck	\$28,750
28	Ashby Corridor: Video detection at Adeline	\$28,750
29	Ashby Corridor: Controller interconnect	\$648,500
30	Ashby Corridor: Video detection at Domingo	\$23,000
31	Ashby Corridor: Video detection at Claremont	\$28,750
32	Ashby Corridor: Video detection at College	\$28,750
34	Battery backup for controllers	\$106,250

PRIORITY 3		
35	Berkeley Pedestrian Masterplan: Project 3	\$258,500
36	Sidewalk Gaps	\$21,150
37	Truncated Domes	\$70,500
38	Perpendicular Curb Ramps	\$112,900
39	Countdown Signal Heads	\$56,400
40	Audible Signals	\$21,150
41	High Visibility Crosswalks at Uncontrolled Crosswalk Locations	\$14,100
42	Advance Warning Signs for Standard Crosswalks	\$7,150
43	Painted Red Curb Installation	\$21,150

PRIORITY 4		
44	Ashby Corridor: Video detection at Sacramento	\$28,750
45	Ashby Corridor: Video detection at 7th	\$28,750
46	Alameda Countywide Bicycle Plan, Project 22, AF: 66th/Woolsey from Herzog to California/King	\$44,500
47	Alameda Countywide Bicycle Plan, Project 22, AG: California/King between Woolsey and Russell	\$317,500
48	Alameda Countywide Bicycle Plan, Project 22, AH: Russell between California and Claremont	\$250,000
49	Berkeley Pedestrian Masterplan: Project 8	\$543,000

COOPERATIVE AGREEMENT No. A11-0035-A1
BETWEEN THE
CITY OF BERKELEY
AND THE
ALAMEDA COUNTY TRANSPORTATION COMMISSION
EXHIBIT B

Proponents Name

INVOICE SUMMARY

Project: XXXX

Project Description

Period Covered (9/1/09 to 10/1/09)

Invoice Number: XXXX

Coop. Agreement: XYZ

Proponent Expenditures - Direct Expenses

Vendor	Description	Total
Quick Copy	Reproduction	78.65
The Blueprint Shop	Bluelines	251.64
Consultant YYY	Engineering Services	\$200,000
Total Direct Expenses		

Certification

We hereby certify that the funds requested by _____ are to reimburse for project costs already incurred and have not been included in a previous invoice request.



Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 21, 2016

SUBJECT: Approval of Administrative Amendments to Various Project Agreements (A11-0038, A09-006, A10-010, A13-0020)

RECOMMENDATION: Approve and authorize the Executive Director to execute administrative amendments to various project agreements in support of the Alameda CTC's Capital Projects and Program delivery commitments.

Summary

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

The administrative amendment requests shown in Table A have been reviewed and it has been determined that the requests will not compromise the project deliverables.

Staff recommends the Commission approve and authorize the administrative amendment requests as listed in Table A attached.

Background

Amendments are considered "administrative" if they do not result in an increase to the existing allocation authority approved for use by a specific entity for a specific project. Examples of administrative amendments include time extensions and project task/phase budget realignments which do not require additional commitment beyond the total amount currently encumbered in the agreement, or beyond the cumulative total amount encumbered in multiple agreements (for cases involving multiple agreements for a given project or program).

Agreements are entered into based upon estimated known project needs for scope, cost, and schedule. Throughout the life of a project, situations may arise that warrant the need for a time extension or a realignment of project phase/task budgets.

The most common justifications for a time extension include (1) project delays and (2) extended project closeout activities.

The most common justifications for project task/phase budget realignments include 1) movement of funds to comply with timely use of funds provisions; 2) addition of newly obtained project funding; and 3) shifting unused phase balances to other phases for the same project.

Requests are evaluated to ensure that the associated project deliverable(s) are not compromised. The administrative amendment requests identified in Table A have been evaluated and are recommended for approval.

Levine Act Statement: No firms reported a conflict in accordance with the Levine Act.

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

Attachments

A. Table A: Administrative Amendment Summary

Staff Contact

[James O'Brien](#), Interim Deputy Director of Programming and Projects

[Richard Carney](#), Project Controls Team

[Trinity Nguyen](#), Sr. Transportation Engineer

Table A: Administrative Amendment Summary

Index No.	Firm/Agency	Project/Services	Agreement No.	Request	Reason Code	Fiscal Impact
1	Delcan Corporation	I-80 Integrated Corridor Mobility Project System Integration (PN1387.001)	A11-0038	24 month time extension	1	None
2	TJKM	Webster Street Smart Corridor Project (PN 1378.000)	A09-006	12 month time extension	1 & 2	None
3	Harris & Associates	Webster Street Smart Corridor Construction Management Services (PN 1378.000)	A10-010	6 month time extension	1 & 2	None
4	Ghirardelli Associates	East Bay Greenway – Segment 7A Construction Management Services (PN 1379.001)	A13-0020	6 month time extension	1 & 2	None

- (1) Project delays.
- (2) Extended project closeout activities.
- (3) Movement of funds to comply with timely use of funds provisions.
- (4) Addition of newly obtained project funding.
- (5) Unused phase balances to other project phase(s).

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Memorandum

6.8

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

ODATE: January 21, 2016

SUBJECT: FY2016-17 Administration Support Professional Services Contracts Plan

RECOMMENDATION: Approve the FY2016-17 Administration Support Professional Services Contracts Plan

Summary

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

Specifically, this recommendation will:

- A. Authorize the Executive Director to enter into negotiations and execute professional services contracts with existing consultant firms for services commencing July 1, 2016, for the following three services:
 - 1. General counsel services with Wendel, Rosen, Black & Dean, LLP;
 - 2. Project management and project controls services with Hatch Mott MacDonald, LLC;
 - 3. Policy, legislation, communications, and administrative support services with Acumen Building Enterprise, Inc.; and
- B. Authorize the Executive Director to issue Request for Proposals (RFP) or solicit quotations, enter into negotiations and execute professional services contracts with the top-ranked firms for the following four contracts:
 - 1. Information technology services;
 - 2. Contract equity support services;
 - 3. Media and public relations services; and
 - 4. Paratransit coordination services.

Background

The Commission contracts with a number of consultant firms to support and supplement staff resources to administer and deliver its program. In January of each year, staff

outlines the proposed action plan for the following fiscal year and seeks authorization from the Finance and Administration Committee and the Commission regarding continuation and/or modification of existing contracts, or initiating a competitive bid process to consider new firms to provide specific services. The initial term of these administration support professional services contracts are typically one to three years in length, with the option to renew for additional years of services for a term totaling five years. This practice of seeking the Commission's approval of its fiscal year administration support professional services contracts plan is meant to ensure the highest quality and performance from its consultants and accountability of Alameda CTC staff.

The background and recommendations for each of the administration support professional services contracts are discussed below and summarized in Table 1 (Attachment 5.1A).

1. General Counsel Services – General counsel services for Alameda CTC include representation at Committee and Commission meetings, review of contracts and agreements, counseling on personnel related matters, guidance on ongoing eminent domain and right-of-way activities, as well as other general counsel services. Wendel, Rosen, Black & Dean, LLP, an Alameda CTC certified Local Business Enterprise (LBE) firm with offices in Oakland, California, was awarded a contract in 2012 through a competitive bid process to provide these services. The value of the current contract, which covers the period from July 1, 2015 to June 30, 2016, is \$1,254,000, and approximately 50% of the current contract value is budgeted specifically for special legal services to support specific activities related to the delivery of capital projects. These activities include special and independent right of way appraisal and acquisition to support eminent domain proceedings, as well as preparation for mediations and expert witness testimonies. It is expected as the capital projects are delivered and completed, the need for legal services to support right of way acquisition should also decrease.

Staff recommends authorization to enter into negotiations and execute a professional services contract with Wendel, Rosen, Black & Dean, LLP for general counsel services for one additional year through June 30, 2017.

2. Project Management and Project Controls Services – The Project Management and Project Controls team's function is to provide project management, monitoring, and controls to ensure the efficient, effective, and successful delivery of Alameda CTC's programs and capital projects. These services also include, but are not limited to, direct project management on specific capital projects, performing project management oversight for projects that are delivered by others, performing project controls and monitoring of all projects, project risk assessment and reporting, strategic planning and implementation of the sales tax programs, utility and right-of-

way coordination, programming and grant management, and other related project management activities. Hatch Mott MacDonald, LLC, an Alameda CTC certified LBE firm with offices in Pleasanton, California, was awarded a contract in 2012 through a competitive bid process to provide these services and the value of the current contract, which covers the period from July 1, 2015 to June 30, 2016, is \$6,250,000.

Staff recommends authorization to enter into negotiations and execute a professional services contract with Hatch Mott MacDonald, LLC for project management and project controls services for up to one additional year through June 30, 2017. This would allow staff to continue to monitor the performance and value of the team over the next three to six months. The team has been working on and is expected to successfully complete and deliver some major and critical deliverables for the agency, such as the updated project control system database, project controls policies and procedures and the Measure BB Capital Program Delivery Plan, which will be brought to the Commission in March 2016.

3. Policy, Legislation, Communications, and Administrative Support – Acumen Building Enterprises, Inc. (ABE), an Alameda CTC certified SLBE firm with offices in Oakland, California, has been providing policy, legislation, communications, and administrative support services since undergoing a formal competitive bid process in September 2013. These services include, but are not limited to, providing technical and administrative support for policy, legislative, communications, and outreach, general meetings support to Alameda CTC's Community Advisory Committees, coordination of Alameda CTC's special project and program event activities, assistance with planning activities such as the Countywide Transportation Plan, Congestion Management Program, and modal-specific studies, and other clerical services. The original term of the professional services contract was for one and a half years, with the option to continue for additional years of services through FY2017-18. The value of the current contract, which covers the period from July 1, 2015 to June 30, 2016, is \$1,700,000.

Staff recommends authorization to enter into negotiations and execute a professional services contract with Acumen Building Enterprise, Inc. for policy, legislation, communications, and administrative support services for one additional year through June 30, 2017.

4. Information Technology (IT) Services – Information technology services include remote network hosting and management of the local area network, upgrade and maintenance of the central servers and workstations, implementation of the agency's virtual desktops and remote disaster recovery plan, and on-call IT support services. Novani, LLC was awarded a contract in 2011 through a competitive bid

process and the value of the current contract, which covers the period from July 1, 2015 to June 30, 2016, is \$136,700.

Staff recommends issuance of an RFP for IT services and authorization to enter into negotiations and execute a professional services contract with the top-ranked firm for services commencing July 1, 2016.

5. Contract Equity Support Services – Contract equity support services include coordination and administration of Alameda CTC's Local Business Contract Equity Program, including processing of Local Business Enterprise, Small Local Business Enterprise, and Very Small Local Business Enterprise certifications, assistance with determining contract-specific contract equity goals, providing independent review of contract payment data for compliance with the LBCE Program, contract outreach and monitoring services, and as-needed technical assistance. L. Luster & Associates, Inc. was awarded a contract in 2008 through a competitive bid process to provide these services and the value of the current contract, which covers the period from July 1, 2015 to June 30, 2016, is \$225,000.

Staff recommends issuance of an RFP for contract equity support services and authorization to enter into negotiations and execute a professional services contract with the top-ranked firm for services commencing July 1, 2016.

6. Media and Public Relations Services – Media and public relations services include communications and public relations, hosting and maintenance of the Alameda CTC website, preparation of press and other public materials, assistance at public meetings and events, and staff training. Moore Iacofano Goltsman, Inc., an Alameda CTC certified LBE firm with offices in Berkeley, California, was awarded a contract in 2011 through a competitive bid process and the value of the current contract, which covers the period from July 1, 2015 to June 30, 2016, is \$150,000.

Staff recommends issuance of an RFP for media and public relations services and authorization to enter into negotiations and execute a professional services contract with the top-ranked firm for services commencing July 1, 2016.

7. Paratransit Coordination Services – Paratransit coordination services include meeting facilitation and coordination, administration and coordination of local, regional, state and federal grant funding, outreach services, coordination of Alameda CTC's Mobility Management Planning Program, and technical assistance. Nelson/Nygaard Consulting Associates, an Alameda CTC certified LBE firm with an office in Oakland, California, has provided these services since 2009 and the value of the current contract, which covers the period from July 1, 2015 to June 30, 2016, is \$400,000. Staff is working to transition the paratransit coordination services in-house over the course of the coming fiscal year.

Staff recommends issuance of an RFP for paratransit coordination services and authorization to enter into negotiations and execute a professional services contract with the top-ranked firm for services commencing July 1, 2016.

Fiscal Impact

Contracts recommended for continuation and/or an RFP process under this Administrative Support Professional Services Contracts Plan will be negotiated and the final budget will be included in the Alameda CTC's consolidated fiscal year 2016-2017 proposed budget for Commission approval.

Attachment

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

Staff Contact

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

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

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TABLE 1 – SUMMARY OF ADMINISTRATION SUPPORT PROFESSIONAL SERVICES CONTRACTS PLAN

Services	Current Firm	Contract Budget for FY2015-16	Year of Last RFP Issuance	Recommended Action
General Counsel Services	Wendel, Rosen, Black & Dean, LLP	\$1,254,000	2012	1-Year Renewal
Project Management and Project Controls Services	Hatch Mott MacDonald, LLC	\$6,250,000	2012	1-Year Renewal
Policy, Legislation, Communications, and Administrative Support Services	Acumen Building Enterprise, Inc.	\$1,700,000	2013	1-Year Renewal
Information Technology Services	Novani, LLC	\$136,700	2011	Issue RFP
Contract Equity Support Services	L. Luster & Associates, Inc.	\$225,000	2008	Issue RFP
Media and Public Relations Services	Moore Iacofano Goltsman, Inc.	\$150,000	2011	Issue RFP
Paratransit Coordination Services	Nelson\Nygaard Consulting Associates	\$400,000	2009	Issue RFP

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Attachment A
Alameda CTC Community Advisory Committee Appointment Detail for
Wilson Lee, Transit Manager, City of Union City

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

Paratransit Advisory and Planning Committee (PAPCO)

☒ **Reappoint**
(action required)

Larry Bunn



Term Began: December 2013

Term End: December 2015

1-4-16

Date

A handwritten signature in black ink, appearing to be 'Wilson Lee'.

Wilson Lee, Transit Manager, City of Union City

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

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

Attachment A
Alameda CTC Community Advisory Committee Appointment Detail for
Director Thomas Blalock, BART

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

Paratransit Advisory and Planning Committee (PAPCO)

☒ **Reappoint**
(action required)

Michelle Rousey

Term Began: January 2014

Term Expires: January 2016

Jan 08 2016

Date

Thomas M. Blalock

Director Thomas Blalock, BART

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

Attachment A
Alameda CTC Community Advisory Committee Appointment Detail for
Supervisor Scott Haggerty, Alameda County, District 1

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

Bicycle and Pedestrian Advisory Planning Committee (BPAC)

☒ **Reappoint:**
(action required)

David Fishbaugh



Term Began: January 2014

Term Expires: January 2016

Independent Watchdog Committee (IWC)

☒ **Reappoint:**
(action required)

Brian Lester



Term Began: September 2013

Term Expires: September 2015

Paratransit Advisory and Planning Committee (PAPCO)

☒ **Reappoint**
(action required)

Herb Hastings



Term Began: January 2014

Term Expires: January 2016

7/11/16

Date



Supervisor Scott Haggerty, Alameda County, District 1

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

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

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

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

Bicycle and Pedestrian Advisory Committee (BPAC)

Current Appointment: D1
(no action required)

Kristi Marleau

Term Began: December 2014
Term Ends: December 2016

Current Appointment: D2
(no action required)

Ben Schweng

Term Began: July 2015
Term Ends: July 2017

Current Appointment: D3
(no action required)

Jeremy Johansen

Term Began: September 2015
Term Ends: December 2017

Current Appointment: D4
(no action required)

Midori Tabata

Term Began: September 2015
Term Ends: December 2017

Current Appointment: D5
(no action required)

Sara Zimmerman

Term Began: April 2014
Term Ends: April 2016

(over)

Independent Watchdog Committee (IWC)

Current Appointment: D1 Steven Jones
(no action required)

Term Began: January 2015
Term Ends: January 2017

Current Appointment: D2 Jo Ann Lew
(no action required)

Term Began: September 2015
Term Ends: December 2017

Current Appointment: D3 Harriette Saunders
(no action required)

Term Began: July 2014
Term Ends: July 2016

Current Appointment: D4 Robert A. Tucknott
(no action required)

Term Began: June 2014
Term Ends: June 2016

☒ **Reappoint:**
(action required)

D5 Cynthia Dorsey

Term Began: January 2014
Term Ends: January 2016

Date

Nancy Ortenblad, Alameda County Mayors' Conference

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

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

Attachment A
Alameda CTC Community Advisory Committee Appointment Detail for
Mayor Ruth Atkin, City of Emeryville

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

Paratransit Advisory and Planning Committee (PAPCO)

☒ **Appoint**
(action required)

Joyce Jacobson



Term Began: January 2014

Term Expires: January 2016

12/29/15
Date

Ruth Atkin
Mayor Ruth Atkin, City of Emeryville

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

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

Post-it® Fax Note 7671		Date <u>1/4/16</u>	# of pages <u>1</u>
To <u>Angie Ayers</u>		From <u>Ruth Atkin</u>	
Co./Dept.		Co.	
Phone #		Phone #	
Fax # <u>510 - 893-6489</u>		Fax #	

Attachment A
Alameda CTC Community Advisory Committee Appointment Detail for
Mayor Barbara Halliday, City of Hayward

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

Paratransit Advisory and Planning Committee (PAPCO)



Reappoint

(action required)

Vanessa Proee



Term Began: January 2012

Term Expires: January 2014

1/14/2016

Date

Mayor Barbara Halliday, City of Hayward

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

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

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Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, October 8, 2015, 5:30 p.m.

7.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Welcome and Introductions

BPAC Chair Midori Tabata called the meeting to order at 5:30 p.m. The meeting began with introductions, and the chair confirmed a quorum. All BPAC members were present, except for Lucy Gigli and Matt Turner. Midori welcomed new member Dave Murtha.

2. Public Comment

There were no public comments.

3. Approval of July 9, 2015 Minutes

David Fishbaugh moved to approve the July 9, 2015 minutes. Diane Shaw seconded the motion. The motion passed unanimously (Lucy Gigli and Matt Turner were absent).

4. Review of City of Dublin Iron Horse Connectivity Feasibility Study

Matt Bomberg informed the committee that the Iron Horse Connectivity Feasibility Study is an ongoing project Alameda CTC is funding in part through the Sustainable Communities Technical Assistance Program that is looking to develop short- and long-term potential improvements to the Iron Horse Trail. He noted that the project team is mid-way through the project. Matt introduced Obaid Khan, project manager, with the City of Dublin and the consultant team, Ryan McClain and Patrick Glister, from Fehr & Peers.

The project team presented the Iron Horse Connectivity Feasibility Study to the committee and covered the progress to date, gave an overview of the preliminary improvement plan, and discussed an alternative activity and the next steps. Matt Bomberg requested committee members email their comments to him during the week of October 12, 2015.

See Attachment 3.1A for a detailed log of BPAC comments on the project and responses from the project manager.

5. Annual Report on Countywide Bicycle and Pedestrian Plan Implementation

Matt Bomberg introduced this agenda item. He noted that the Countywide Bicycle and Pedestrian Plans were adopted in 2012 and each Plan has an implementation section that include 16 areas of actions and 63 sub-actions that fall into the category of funding, technical tools and assistance, and countywide initiatives. Matt noted that two of the actions include developing an annual review of the progress and creating a public report. He highlighted some of the 2015 actions, in particular, the technical tools and assistance category. Matt stated that in terms of technical assistance, Alameda CTC staff met four times with the Pedestrian Bicycle Working Group (PBWG), which is comprised of city bicycle and pedestrian staff, planning and public works staff, and East Bay Regional Parks, BART and AC Transit representatives. Topics the PBWG discussed in 2015:

- Complete streets and emergency responses
- Incorporating green infrastructure treatments into complete streets projects
- Integrating repaving programs and bike lane network implementation in complete streets

Topics that are anticipated to be bicycle/pedestrian planning priorities in 2016 include:

- Sidewalk maintenance
- An agency complete streets policy

Questions/feedback from members on actions within the Bicycle and Pedestrian Plans:

- Action 2.1 – A member requested clarifying funding local master plans through the technical assistance program, which happens every two years. Matt noted that the City of Piedmont's master plan was funded in 2013 and that Alameda CTC seeks to fund a mix of planning and projects from grant cycles.
- Action 4.1 – A member commented that it would be great if the sidewalk maintenance item could tie into what the City of Albany is doing. The research from this effort may be able to support Albany's efforts and may help agencies understand best practices across the state or the country.
- Action 14.1 – A member noted that not much has happened on this item in working with the Public Health Department.
- Action 15.3 – A member noted that this action item shows a geographic information system database for bikeways and inquired if there is something similar for sidewalks. Matt said not at this time.
- Action 16.13 – The cost of maintaining pavements along bikeways ties into an urgent item that is coming and is important for the pavement management program.
- A member inquired if Alameda CTC considered hosting the Association of Pedestrian and Bicycle Professionals Webinars at satellite locations, in east or south counties. Matt noted that Alameda CTC has paired the PBWG meetings on the same day as the webinars to make it a worthwhile opportunity for folks coming from Dublin to attend.
- A member inquired if the annual Countywide Bicycle and Pedestrian Count Program will report data compiled in 2015. Matt mentioned that data from 63 locations is usually used to generate a report on the walking and bicycling trends in the county. He noted that the counts increased in 2010, 2011, and 2012. The counts decreased in 2013 and 2014. Matt said Alameda CTC is looking at a new approach for gathering data for this program that is more statistically robust. He informed the committee that a few automated counters are installed around the county, and Alameda CTC is collecting data through those. The committee wanted to know if the automated counters follow the same trend as the manual counts in terms of data decreasing. Matt said that he doesn't believe that the automated counts are decreasing. The BPAC expressed an interest in a future update on the count program.

6. Review of Measure B and Vehicle Registration Fee Bicycle/Pedestrian Grant

Progress Reports

Matt Bomberg informed the committee that the progress reports are in the packet for informational purposes.

7. Staff Reports

- **Report on Alameda County Pedestrian-Bicycle Working Group Discussion on Integrating Bicycle/Pedestrian Plans and Pavement Management Program**

Matt Bomberg mentioned that BPAC requested information on integration of pavement programs and bike networks. He said that this is a topic that all cities handle differently and as such Alameda CTC organized a discussion of the topic with the PBWG. The cities involved in the discussion were Berkeley, Emeryville, Oakland, and San Leandro. Representatives from the County of Alameda and Metropolitan Transportation Commission (MTC) were also present for the discussion on how each city handled its pavement program and bicycle routes.

Midori Tabata informed the committee that MTC requires jurisdictions to have a certified Pavement Management Program if they receive funding. She further explained the history of MTC's Pavement Management Program and, in particular, the Streetsaver software application, which allows cities and counties to maintain and diagnose pavement conditions. MTC's Streetsaver does not allow cities to explicitly consider if streets are bicycle or transit routes. The committee inquired about how cities choose which streets to repave, and Matt Bomberg noted that this decision often involves a mix of pavement management best practices (such as maintaining streets that will become significantly more expensive to resurface if not repaired urgently) and other factors.

Preston Jordan moved that BPAC recommend to Alameda CTC that pavement management planning software and systems address the typology of active transportation routes with weighted streets maintained in a similar manner as motorist typology is addressed. Sara Zimmerman seconded the motion. The motion passed unanimously (Lucy Gigli and Matt Turner were absent).

- **Report on Arterial Plan Technical Advisory Committee Meeting**

Tess Lengyel informed the committee that the Arterial Plan Technical Advisory Committee meeting was held today to review and approve the street typology and modal priorities for the Countywide Multimodal Arterial Plan. Tess stated that the Arterial Plan is taking complete streets to the next level. She let the committee know that the project team received approximately 700 comments from jurisdictions, transit agencies, and stakeholders.

8. BPAC Member Report

David Fishbaugh informed the committee that on October 11, 2015 the Niles Canyon Stroll and Roll will take place. He stated that Niles Canyon Road along Highway 84 will be closed to traffic and open to everyone else from 6 a.m. to 4 p.m.

Sara Zimmerman talked about Kaboom grant opportunities in the Bay Area. She said that the program has about \$750,000 to award for small permanent infrastructure projects in the community such as playgrounds. Sara noted that the application is due by October 19, 2015.

Jeremy Johansen discussed the San Leandro community events on September 29, 2015 for the new tech campus. He said a lot of discussion took place on transit, the East Bay Greenway, and the art being brought into San Leandro.

Diane Shaw said that the City of Fremont released its draft Pedestrian Plan, and the comment period will end in October. The Bicycle Plan will be released in the spring of 2016.

Midori Tabata discussed upcoming agenda items that she gave the committee via Google Docs. Tess let the committee know that this is a possible Brown Act issue. She noted that the work of the committee should be done at the meeting. Tess requested Midori to send the future agenda items for discussion to Matt Bomberg, and Alameda CTC will compile a document to put in the agenda packet or send it out to the entire committee to not create a Brown Act violation.

Preston Jordon stated that as a future agenda item he would like to discuss the City of Albany Strollers and Rollers warning signs along bike routes to warn the community to detect hazardous conditions.

8.1. BPAC Roster

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

9. Meeting Adjournment

The meeting adjourned at 8:00 p.m. The next meeting is scheduled for January 7, 2016 at the Alameda CTC offices.

Project: Iron Horse Trail Connectivity Feasibility Study

Project Managers: Martha Aja (Martha.aja@dublin.ca.gov), Obaid Khan (obaid.khan@dublin.ca.gov)

Comment	Response
Is it possible to put glass beads in the pavement, similar to what San Leandro has installed near its BART station?	This could work with some crosswalk treatments; with other treatments it could obscure the reflectivity of the crosswalk
The crossing near Dublin Boulevard is particularly difficult for bicyclists given the number of sharp turns and the need to use the sidewalk. Is it possible to realign the trail to be more direct? In the long term a bridge would be better.	The trail will be realigned along with the Scarlett Drive extension project. In the short term it is not possible to realign the trail due to ROW constraints.
Would prefer a wider trail over landscaping space, particularly in the vicinity of the BART station. Trees can leave litter/debris on the trail.	
Restriction on Right Turn on Red is highly needed at Scarlett/Dougherty, especially when Scarlett Drive gets extended.	
Delineation of bicycle and pedestrian space is key.	
Connections to the park adjacent to the trail should be prioritized.	
Decorative pavers installed elsewhere in the city have issues with cars encroaching in pedestrian space.	
Signage in advance of the crossing for drivers should be investigated.	Project team can investigate potential for custom regulatory signage.
Trees on the side of the trail would be useful for shade, particularly in the section between Dublin Blvd and BART station.	The park being developed as part of the Dublin Crossings project will add trees on the northeast side of the trail between Dublin Blvd and Dougherty Rd. These will be set back from the trail, not overhanging, to address concerns of debris raised earlier.
Benches could be space between the trees rather than a separate zone within the cross section, to free space for additional trail width. Need to think about trail capacity for future bicycle and pedestrian volumes.	
Recommend up to 16 feet of width and striping both walking and bicycling lanes in each direction. Long distances between intersections mean bicyclists will have lots of speed so separation from pedestrians is key.	
Decomposed gravel shoulders need a weed mat (Ohlone Greenway provides lesson learned)	
Is it possible to have separate bicyclists and pedestrian push buttons and crossing times, to minimize driver delay?	

Comment	Response
Don't understand the No Right Turn on Red proposal at Scarlett/Dougherty. Isn't it preferable to have vehicles make right turns when there is not a ped crossing of Dougherty Rd, rather than having vehicles make right turns at the same time as the ped crossing of Dougherty Rd?	Issue is that given the skewed angle of the intersection drivers looking for a gap in traffic to make a right turn from Scarlett WB to Dougherty NB are looking far over left shoulder and do not easily see peds in crosswalk across north leg of Dougherty.
Separating out bicyclists and pedestrians would make facility much safer and more comfortable.	
Would shortening the Dougherty Crossing result in more sharp turns for bicyclists crossing?	No – should lead to more gentle angles.
Shortening crossing of Dougherty is key for pedestrians.	
Is it possible to do Built Environment Factors for bicyclists and pedestrians separately?	Possibly – could be some differences in level of benefit provided by shoulder.
Many bicyclists do like trees.	
Intersections should be considered as part of LTS analysis. For instance, 9 th Street Pathway in Berkeley feels like abrupt transitions between pathway and street.	
What are cons to passive detection?	Potential cons include trusting that it works; active detection may still be needed for accessibility; and could trigger unnecessary bicyclist phases if they cross the detector and then make a turn onto a crossing trail that does not involve going through the intersection.
Old railroad ROW is 100 ft wide. Is there a defined easement? Can a more direct alignment at Dublin Blvd be accomplished within the short term?	There is a parcel at the northwest corner of Dublin Blvd/Scarlett Drive that would need to be acquired. This is contemplated as part of Scarlett Drive extension. No other options for more direct alignment.
Will the Dublin Crossings project add new crossings of the trail?	There will be only one crossing added; it will be designed using the principles being applied at Dougherty Rd and Dublin Blvd coming out of this study.
City of Fremont is looking into lights that look like bikes or peds	Bike signals would be needed if there are different bike and ped crossing times
User conflicts will increase with new development – need additional width	
Shade is needed – existing environment can be hot and desolate	
Active signals can be inconvenient for bicyclists	
Cycling route through BART station needs improvement	Two options are considered. One would be a two-way cycletrack that would require relocating bus loading. Another would be a center running cycletrack that would require bicyclists to cross the bus lane to get in and out of it.

Comment	Response
Lighting should be sufficient for bicycling speed – proportionally more lumens are needed as speed increases	
Is it possible to have the bulb out space illuminated? Could be activated by push buttons.	
Lighting should create a continuous stream, not hot spots.	
Video detection may not pick up cyclists at night.	
Triple four crosswalk works well in Albany. It provides more traction than a normal continental crosswalk.	

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**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2015-2016**

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since Jul '15
1	Ms.	Tabata, Chair	Midori	Oakland	Alameda County Mayors' Conference, D-4	Jul-06	Dec-15	Dec-17	0
2	Mr.	Turner, Vice Chair	Matt	Castro Valley	Alameda County Supervisor Nate Miley, District 4	Apr-14		Apr-16	1
3	Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14		Jan-16	0
4	Ms.	Gigli	Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Oct-12	Oct-14	2
5	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Dec-15	Dec-17	0
6	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Oct-14	Oct-16	1
7	Ms.	Marleau	Kristi	Dublin	Alameda County Mayors' Conference, D-1	Dec-14		Dec-16	0
8	Mr.	Murtha	Dave	Hayward	Alameda County Supervisor Richard Valle, District 2	Sep-15		Sep-17	0
9	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Jul-15	Jul-17	0
10	Ms.	Shaw	Diane	Fremont	Transit Agency (Alameda CTC)	Apr-14		Apr-16	1
11	Ms.	Zimmerman	Sara	Berkeley	Alameda County Mayors' Conference, D-5	Apr-14		Apr-16	1

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Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2015-2016

7.2

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '15*
1	Mr.	McCalley, Chair	Murphy	Castro Valley	Alameda County Supervisor Nate Miley, D-4	Feb-15		Feb-17	0
2	Ms.	Hawley, Vice Chair	Miriam	Oakland	League of Women Voters	Apr-14		N/A	0
3	Ms.	Brown	Cheryl	Oakland	Alameda Labor Council (AFL-CIO)	Apr-15		N/A	2
4	Mr.	Dominguez	Oscar	Oakland	East Bay Economic Development Alliance	Dec-15		N/A	0
5	Ms.	Dorsey	Cynthia	Oakland	Alameda County Mayors' Conference, D-5	Jan-14		Jan-16	1
6	Mr.	Hastings	Herb	Dublin	Paratransit Advisory and Planning Committee	Jul-14		N/A	0
7	Mr.	Jones	Steven	Dublin	Alameda County Mayors' Conference, D-1	Dec-12	Jan-15	Jan-17	2
8	Mr.	Lester	Brian	Pleasanton	Alameda County Supervisor Scott Haggerty, D-1	Sep-13		Sep-15	3
9	Ms.	Lew	Jo Ann	Union City	Alameda County Mayors' Conference, D-2	Oct-07	Dec-15	Dec-17	0
10	Mr.	Naté	Glenn	Union City	Alameda County Supervisor Richard Valle, D-2	Jan-15		Jan-17	1
11	Ms.	Piras	Pat	San Lorenzo	Sierra Club	Jan-15		N/A	0
12	Ms.	Price	Barbara	Alameda	Alameda County Taxpayers Association	Oct-15		N/A	1
13	Ms.	Saunders	Harriette	Alameda	Alameda County Mayors' Conference, D-3	Jul-09	Jul-14	Jul-16	1
14	Ms.	Taylor	Deborah	Oakland	Alameda County Supervisor Wilma Chan, D-3	Jan-13		Jan-15	1
15	Mr.	Tucknott	Robert A.	Dublin	Alameda County Mayors' Conference, D-4	Jun-14		Jun-16	2

Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2015-2016

16	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	May-14	May-16	0
17		Vacancy			Bike East Bay				

**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster - Fiscal Year 2015-2016**

7.3

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '15
1	Ms.	Stadmire, Chair	Sylvia J.	Oakland	Alameda County Supervisor Wilma Chan, D-3	Sep-07	Jan-13	Jan-15	1
2	Mr.	Scott, Vice Chair	Will	Berkeley	Alameda County Supervisor Keith Carson, D-5	Mar-10	May-14	May-16	1
3	Mr.	Bunn	Larry	Union City	Union City Transit Wilson Lee, Transit Manager	Jun-06	Dec-13	Dec-15	2
4	Mr.	Costello	Shawn	Dublin	City of Dublin Mayor David Haubert	Sep-08	May-14	May-16	0
5	Mr.	Hastings	Herb	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Mar-07	Jan-14	Jan-16	0
6	Ms.	Jacobson	Joyce	Emeryville	City of Emeryville Mayor Ruth Atkin	Mar-07	Jan-14	Jan-16	4
7	Ms.	Johnson-Simon	Sandra	San Leandro	Alameda County Supervisor Nate Miley, D-4	Sep-10	Dec-13	Dec-15	0
8	Mr.	Markowitz	Jonah	Berkeley	City of Albany Mayor Peter Maass	Dec-04	Oct-12	Oct-14	2
9	Rev.	Orr	Carolyn M.	Oakland	City of Oakland Vice Mayor Rebecca Kaplan	Oct-05	Jan-14	Jan-16	3
10	Ms.	Powers	Sharon	Fremont	City of Fremont Mayor William Harrison	Dec-07	Jan-14	Jan-16	1
11	Ms.	Proee	Vanessa	Hayward	City of Hayward Mayor Barbara Halliday	Mar-10	Jan-14	Jan-16	3
12	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Sep-09	Feb-14	Feb-16	2

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '15
13	Ms.	Rousey	Michelle	Oakland	BART Director Tom Blalock	May-10	Jan-14	Jan-16	0
14	Ms.	Saunders	Harriette	Alameda	City of Alameda Mayor Trish Spencer	Jun-08	Oct-12	Oct-14	1
15	Ms.	Tamura	Cimberly	San Leandro	City of San Leandro Mayor Pauline Cutter	Dec-15		Dec-17	0
16	Ms.	Waltz	Esther Ann	Livermore	LAVTA Executive Director Michael Tree	Feb-11	May-14	May-16	0
17	Mr.	Zukas	Hale	Berkeley	A. C. Transit Director Elsa Ortiz	Aug-02	Jan-14	Jan-16	0
18		Vacancy			Alameda County Supervisor Richard Valle, D-2				
19		Vacancy			City of Berkeley Councilmember Laurie Capitelli				
20		Vacancy			City of Livermore Mayor John Marchand				
21		Vacancy			City of Newark Councilmember Luis Freitas				
22		Vacancy			City of Piedmont Mayor Margaret Fujioka				
23		Vacancy			City of Union City Mayor Carol Dutra-Vernaci				



Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 21, 2016

SUBJECT: Legislative Update

RECOMMENDATION: Receive an update and approve the final 2016 Legislative Program.

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 draft 2016 Legislative Program was approved unanimously by the Commission in December 2015. Staff seeks Commission approval of the final 2016 Legislative Program, which establishes legislative priorities for 2016 and is included in Attachments A and B.

Background

The Commission unanimously approved the draft 2016 Legislative Program on December 3, 2015. The final 2016 Legislative Program includes the suggested additions from the Planning, Policy and Legislation Committee to address parking placard abuse and support transportation funds from reauthorization of the temporary state sales tax. These additions appear in Attachment B in the table under the categories "Transportation Funding" and "Multimodal Transportation and Land Use."

The final 2016 Legislative Program is divided into six sections: Transportation Funding, Project Delivery, Multimodal 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.

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.

Budget: Governor Jerry Brown unveiled his proposed spending plan for 2016-17 on January 7th. The budget proposal outlines a \$122 billion General Fund spending plan, along with \$48 billion in special funds, to total \$170 billion. While the Governor forecasts the 2015-16 fiscal year ending with a \$5.2 billion surplus – about \$1.6 billion of the surplus is placed in the Rainy Day Fund.

While capital gains revenue is coming in at an all-time high, the governor points out that we are 7 years into an economic expansion – two years longer than average. He warns that a recession is imminent and we must prepare now for those leaner times. He underscores that an "average" recession would reduce revenues by \$55 billion over three years. Accordingly, Governor Brown's budget limits spending for on-going programs and focuses on using extra funds for onetime investments while beefing up the Rainy Day Fund.

Rainy Day Fund: Pursuant to Proposition 2, the Rainy Day Fund will have a balance of \$4.5 billion by the end of the 2015-16 fiscal year. This is 37% of the target amount specified in the proposition, which calls for the fund to equal 10% of tax revenues. The balance is projected to increase by \$1.6 billion at the beginning of the 2016-17 fiscal year, bringing the total to \$6 billion – 48% of the target amount. The Governor proposes to use surplus revenue to make an additional \$2 billion deposit into the Rainy Day Fund. This would bring the balance to \$8 billion or 65% of the target.

Transportation Funding: The governor's budget reiterates the transportation funding proposal he released last August. However, the spending plan in the Budget assumes it will be adopted. To recap, the governor's transportation funding plan would generate \$3.6 billion annually through the following:

- Road Improvement Charge — \$2 billion from a new \$65 fee on all vehicles, including hybrids and electrics.
- Stabilize Gasoline Excise Tax — \$500 million by setting the price based gasoline excise tax beginning in 2017-18 at the historical average of 18 cents and eliminating the current annual BOE adjustments. The base excise tax and the price-based excise tax would then be adjusted annually for inflation to maintain purchasing power.
- Diesel Excise Tax — \$500 million from an 11-cent increase in the diesel excise tax beginning in 2017-18. The entire diesel excise tax would also be adjusted annually for inflation to maintain purchasing power.

- Cap and Trade — \$500 million in additional Cap and Trade proceeds dedicated to transit capital projects and complete streets projects.
- Caltrans Efficiencies — \$100 million in cost-saving reforms.
- State and Local Partnership — \$250 million annually to provide matching grants for locally imposed transportation tax revenue.
- Loan Repayment — In addition, the budget proposes to accelerate the repayment of \$879 million in outstanding loans made from transportation accounts over the next four fiscal years.

This funding proposal would generate \$36 billion for transportation projects over the next ten years. Assuming the reality of a 2/3 vote is achieved; the budget proposal would allocate \$1.7 billion in new funds in 2016-17 as follows:

- \$342 million for local streets and roads that would be allocated to cities and counties for local road maintenance according to existing statutory formulas. The budget also includes an additional \$148 million from loan repayments to reimburse cities and counties for funds already spent on Traffic Congestion Relief Program projects.
- \$100 million in Cap and Trade funds for the Low Carbon Road Program which would be implemented by Caltrans to provide grants for local projects that encourage active transportation such as bicycling and walking, and other carbon-reducing road investments, with at least 50 percent of the funds directed to benefit disadvantaged communities.
- \$409 million in Cap and Trade funds (also includes \$9 million from loan repayments) for the Transit and Intercity Rail Capital Program, with at least 50% of the funds directed to benefit disadvantaged communities. This is in addition to the \$200 million in continuously appropriated Cap and Trade funds allocated to this program. Total funding for the Transit and Intercity Rail Program would be \$600 million annually.
- \$515 million (\$5 million from loan repayments) for Caltrans to fund repairs and maintenance on the state highway system.
- \$211 million (\$11 million from loan repayments) for the Trade Corridor Improvement Fund for improvement projects along the State's major trade corridors.

Gas Tax: While the governor's transportation proposal would end the BOE's annual requirement to "true-up" the revenue neutrality of the price-based excise tax, that requirement is still on the books. The BOE is required to adopt, by March 1st, a new

rate for the price-based excise tax that will take effect on July 1st. With gas prices being lower than forecast, the BOE is expected to reduce the price-based excise tax again this year. The BOE's estimates have not been released, but the governor's budget assumes the price-based excise tax will need to be reduced by 2.2 cents, pushing the price-based excise tax down to 9.8 cents per gallon. This will reduce gas tax revenue by \$300 million. The BOE's proposed adjustment could be larger than the 2.2 cent adjustment estimated by the Department of Finance.

State Transit Assistance: The budget estimates that State Transit Assistance (STA) revenue will climb to \$315 million for 2016-17. This is about \$15 million higher than the current year amount of \$299 million. The 2015-16 fiscal year estimate for STA was \$351 million, but low fuel prices have resulted in the Department of Finance adjusting this amount downward by \$52 million.

Environmental Protection: The governor's budget proposes a Cap and Trade expenditure plan totaling \$3.1 billion for 2016-17. This amount includes the \$1 billion in Cap and Trade revenue that was not appropriated in 2015-16 and \$2 billion in auction proceeds that are anticipated for 2016-17. Total revenues remaining from 2015-16 and prior years exceed \$1 billion, and the \$2 billion estimate for next year is once again a little conservative. The governor proposes to allocate the \$3.1 billion as follows:

Figure EPA-01
2016-17 Cap and Trade Expenditure Plan
(Dollars in Millions)

<i>Investment Category</i>	<i>Department</i>	<i>Program</i>	<i>Amount</i>
Continuous Appropriation	High-Speed Rail Authority	High-Speed Rail Project	\$500
	State Transit Assistance	Low Carbon Transit Operations	\$100
	Transportation Agency	Transit and Intercity Rail Capital Program	\$200
	Strategic Growth Council	Affordable Housing and Sustainable Communities Program	\$400
50 Percent Reduction in Petroleum Use	Transportation Agency	Transit and Intercity Rail Capital Program	\$400
	Caltrans	Low Carbon Road Program	\$100
	Air Resources Board	Low Carbon Transportation & Fuels	\$500
	Energy Commission	Biofuel Facility Investments	\$25
Local Climate Action	Strategic Growth Council	Transformational Climate Communities	\$100
Short-Lived Climate Pollutants	Air Resources Board	Black Carbon Woodsmoke	\$40
		Refrigerants	\$20
	Cal Recycle	Waste Diversion	\$100
	Department of Food and Agriculture	Climate Smart Agriculture - Healthy Soils and Dairy Digesters	\$55
Safeguarding California/ Water Action Plan	Departments of Food and Agriculture & Water Resources	Water and Energy Efficiency	\$30
	Energy Commission	Drought Executive Order - Water and Energy Technology Program & Appliance Rebates	\$60
	Department of Fish and Wildlife	Wetlands and Watershed Restoration/CalEcoRestore	\$60
Safeguarding California/ Carbon Sequestration	CAL FIRE	Healthy Forests	\$150
		Urban Forestry	\$30
	Natural Resources Agency	Urban Greening	\$20
Energy Efficiency/ Renewable Energy	Department of General Services	Energy Efficiency for Public Buildings	\$30
	I Bank	California Lending for Energy and Environmental Needs Center	\$20
	Conservation Corps	Energy Corps	\$15
	Department of Community Services and Development	Energy Efficiency Upgrades/ Weatherization	\$75
	University of California/ California State University	Renewable Energy and Energy Efficiency Projects	\$60
Total			\$3,090

Assemblymember Frazier Transportation Proposal (AB 1591): On January 5th, Assemblymember Jim Frazier, Chair of Assembly Transportation, released a transportation proposal as summarized below:

- \$7Billion/year for transportation
- Strong focus on trade and roads/highways
 - Stabilize Excise Tax: set at historic 18cents/gallon, adjust annually for inflation in 2019 and every three years thereafter (eliminates gas tax swap) = \$500M
 - Diesel Excise Tax: 30 cent/gallon = \$840M/year
 - VRF: increase by \$38/year and direct funds to roads maintenance and rehab = \$1.254B
 - Electric vehicle surcharge: allows delay to second year ownership to allow financial incentive to remain in effect = \$16M to roads main and rehab
 - Cap & Trade:
 - TCIF: 20% Cap & Trade = \$400M/year
 - Transit and Intercity Rail: 10% Cap & Trade = \$200M/year
 - State and Local Partnership Program: 5% for measures passed after 2016
 - Truck Weight Fees: Restore to State Highway Account = \$1B/year
 - Loan repayment: accelerate repayments=\$879M

This proposal is now amongst the Governor's proposal and other Senate and Assembly proposals introduced last year. A chart comparing the different proposals is included in Attachment

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).

On December 4th, President Obama signed into law the Fixing America's Surface Transportation Act (FAST), H.R. 22, a five-year, \$305 billion surface transportation program. Several summaries of FAST by other agencies provide an excellent overview

of the Act, including a summary PowerPoint by the National Association of Counties (Attachment D) , and a more detailed overview by MTC (Attachment E), which includes overall funding by states and a preliminary estimate of funds for the Bay Area.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC 2016 Legislation Program
- B. Alameda CTC 2016 Legislation Program Table
- C. California Transportation Funding Proposals
- D. NACO summary presentation of the FAST Act
- E. MTC summary of the FAST Act

Staff Contact

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

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2016 Alameda CTC Legislative Program

Introduction

Each year, the Alameda County Transportation Commission (Alameda CTC) adopts a legislative program to provide direction for its legislative and policy activities for the year. The purpose of the 2016 Alameda CTC Legislative Program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy in the coming year. The program is developed to be broad and flexible, allowing Alameda CTC to pursue legislative and administrative opportunities that may arise during the year, and to respond to the changing political processes in the region, as well as in Sacramento and Washington, DC.

The legislative program supports Alameda CTC in its required role as manager of the county's voter-mandated transportation expenditure plans and as the county's congestion management agency. Alameda CTC relies on its legislative program to advance transportation programs and projects that will maintain and improve Alameda County's multimodal transportation system. Some of the main factors that will influence the 2016 Alameda CTC Legislative Program include:

- The need for new, secure funding sources, especially since there is no transportation funding package from the state at this time (the governor's transportation proposal identifies needs including a state and local partnership program), and the federal government released a continuing resolution extending current levels of transportation spending under MAP-21 instead of finalizing a long-term transportation bill;
- Monitoring of statewide efforts to increase funding for infrastructure and improving efficiencies in transportation delivery;
- Implementation of the state Road Charge Pilot Program, which will begin no later than January 1, 2017;
- Implementation of state legislation including Senate Bill 743 that will affect Alameda County's transportation and land use activities to support the region's Sustainable Communities Strategy;
- Implementation of California's Cap-and-Trade Program for transportation funding that will help address climate change;
- Implementation of the Alameda County's 2000 and 2014 Transportation Expenditure Plans and actively seeking opportunities to leverage other funds for project and program delivery;
- Advocacy for funding of Alameda CTC projects and programs;
- Implementation of the Comprehensive Investment Plan;
- Goods movement planning and advocacy, as well as policy development as a result of multimodal arterial planning and countywide transit planning efforts; and
- Expansion of legislative and policy partnerships throughout the Bay Area, in California, and in Washington, D.C.

Funding and policy decisions supported through a legislative program will advance Alameda CTC projects and programs. The draft 2016 Legislative Program is divided into six sections and retains many of the 2015 priorities:

1. Transportation Funding
2. Project Delivery
3. Multimodal Transportation and Land Use
4. Climate Change
5. Goods Movement
6. Partnerships

The following legislative areas are related to federal, state, regional, and local policy and legislative efforts as applicable.

1. Transportation Funding

California represents one of the largest economies in the U.S. Its diverse industries range from agriculture to mining to biotechnology to the Internet—all of which serve as a source of the state's economic strength. Each of these industries relies on a backbone of transportation to move people, goods, and services.

Fuel prices fluctuate significantly in California, but the gas tax remains flat with no index to inflation. Since 1993, the state and federal gas taxes have not been raised, and the costs to deliver transportation projects and programs, operate transit, and perform system maintenance continue to rise.

MAP-21 Reauthorization

In April 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. In fall 2015, Congress was anticipated to address the nation's transportation infrastructure funding needs through Moving Ahead for Progress in the 21st Century Act (MAP-21) reauthorization and/or building on the work of the Senate over summer on the DRIVE Act as well as the House's Surface Transportation Reauthorization and Reform Act of 2015. By October 29th, the deadline for addressing the nation's surface transportation program, another short-term extension was approved to allow Congress more time to conference the Senate and House bills and to refine funding mechanisms for a long-term transportation bill.

Road User Charge Pilot Program

The approval of Senate Bill 1077 (DeSaulnier) in 2014 was a step forward in California's effort to address the declining value of the state's fuel excise tax. SB 1077 directs the chair of the California Transportation Commission (CTC) in consultation with the Secretary of the California State Transportation Agency (CalSTA) to create a Road Usage Charge Technical Advisory Committee (TAC).

The TAC consists of 15 members selected by the CTC chair in consultation with the CalSTA secretary. The purpose of the advisory committee is to study alternatives to the existing excise tax. The TAC is crafting the parameters of the road charge pilot program by the end of 2015. Based on the findings of the TAC, CalSTA will implement a pilot program by January 1, 2017 to evaluate the potential implementation of a road user charge in California.

Voter-approved Funding Sources

In the absence of state and federal funding increases for transportation, funding solutions have increasingly become reliant on voter-approved measures, many of which have the highest voter threshold requirement for passage. Over the past several years, voters have supported statewide bond measures to fund transportation infrastructure throughout the state. One such measure, California's Proposition 1B has contributed just under \$1 billion for transportation improvements in Alameda County for projects including I-80 Integrated Corridor Mobility, I-580 Eastbound High-Occupancy Vehicle (HOV) Lane, I-580 Westbound HOV Lane, I-580 Isabel Interchange, I-880 North Safety and Operational Improvements at 23rd and 29th Avenues, I-880 Southbound HOV Lane, and Route 84 Expressway North Segment.

In November 2010, five out of seven counties in the Bay Area approved increasing the vehicle registration fees to fund transportation improvements. These advances in funding demonstrate the public's understanding that supporting essential infrastructure, transportation programs, and maintenance are critical to support the economy and vitality of local communities.

In August 2013, the governor signed Assembly Bill 210, extending the authority of Alameda CTC and authorizing the County of Contra Costa to impose the transactions and use tax for countywide transportation programs until December 31, 2020 that may exceed the 2 percent sales tax threshold in both counties by one-half cent. This allowed placement of an Alameda County Transportation Expenditure Plan on the ballot in 2014 that will fund \$8 billion in transportation investments. Alameda CTC is in the process of implementing the Transportation Expenditure Plan that recognizes the county's needs and prioritizes projects that are ready to begin. Alameda CTC also developed its first Comprehensive Investment Plan adopted in June 2015 that serves as a funding vehicle for the Transportation Expenditure Plan and for projects that are listed in the long-range countywide plan, identifies anticipated transportation funding over a five-year horizon, and strategically matches funding sources to targeted transportation investments.

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. While no agreement was reached on new funding for statewide transportation needs, three separate sets of proposals were advanced by the Democrats, Republicans and the Governor. A conference committee has been established to address the varying proposals. Alameda CTC will

continue to monitor the special session efforts and bring reports to the Commission, as well as to actively support the Commission's adopted legislative platform related to transportation funding and bills the Commission has already acted upon.

Alameda CTC's legislative priorities for transportation funding include the following:

Increase transportation funding

- Support efforts to lower the two-thirds threshold for voter-approved transportation measures.
- Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled, or other reliable means.
- Support efforts that protect against transportation funding diversions.
- Support efforts to increase transportation funding

Protect and enhance voter-approved funding

- Support legislation that protects and provides increased, flexible funding from different fund sources to Alameda County for operating, maintaining, rehabilitating, and improving transportation infrastructure and operations.
- Support increases in federal, state, and regional funding, including through new funding sources to expedite delivery of Alameda CTC projects and programs.
- Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures that are locally funded and locally managed.
- Support efforts that streamline financing and delivery of transportation projects and programs.
- Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.
- Seek, acquire, and implement grants to advance project and program delivery.

2. Project Delivery

Delivery of transportation infrastructure expeditiously is critical for ensuring cost-effective mobility of people and goods, while protecting local communities and the environment, and creating jobs. However, delivery of projects is often bogged down by long time frames for current project delivery processes, including environmental clearance and mitigation, design, right of way, and project financing. Furthermore, Alameda County's population is expected to grow by 30 percent by 2040, which will affect congestion and the demand on the transportation system. Alameda CTC will continue to expedite project delivery through partnerships and best management practices.

Advance innovative project delivery

- Support environmental streamlining and expedited project delivery.
- Support contracting flexibility and innovative project delivery methods.
- Support high-occupancy vehicle/toll lane expansion in Alameda County and the Bay Area, and efforts that promote effective and streamlined implementation.
- Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.

Ensure cost-effective project delivery

- Support efforts that reduce project and program implementation costs by reducing or eliminating the requirements for state or other agency reimbursements to implement projects on state/regional systems.
- Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.

3. Multimodal Transportation and Land Use

Transportation in the Bay Area must serve multiple needs. It must efficiently deliver food and goods, and move people from one place to another. Multimodal options offer the traveling public choices, manage traffic, reduce greenhouse gas emissions, and improve the transportation system efficiency. To that end, Alameda CTC is updating its Countywide Transportation Plan and developing three new multimodal plans—Countywide Goods Movement Plan, Countywide Multimodal Arterial Plan, and Countywide Transit Plan. Effective implementation of multimodal transportation systems relies on how local coordination and development supports these types of investments. Linking land use and transportation decisions can result in economic growth and expanded mobility for local residents and businesses.

Legislation such as Senate Bill 375, which requires a reduction of greenhouse gas emissions from the transportation sector and requires housing all sectors of the population in the region, further strengthens the link between transportation and land use planning, funding, and implementation.

Alameda CTC supports efforts that encourage, fund, and provide incentives and/or reduce barriers to integrating transportation, housing, and jobs development in areas that foster effective transportation use. In addition, since transportation systems must serve all of society to meet the mobility needs of youth, seniors, people with disabilities, working people, and people at all income levels in our communities, Alameda CTC supports a balanced, flexible system with multiple transportation options that expand access for all transportation users.

Reduce barriers to the implementation of transportation and land use investments

- Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs.
- Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs).
- Support innovative financing opportunities to fund TOD and PDA implementation.

Expand multimodal systems and flexibility

- 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 policies that do not create unfunded mandates.
- Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education.
- Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.

4. Climate Change

The enactment of Assembly Bill 32 and SB 375 to reduce the state's greenhouse gas (GHG) emissions, link transportation and housing, and create a funding stream to pay for projects and programs that reduce GHG emissions (the state's Cap-and-Trade Program) affect transportation planning, funding, and delivery in Alameda County and throughout the state.

Cap-and-Trade Program Implementation

The Cap-and-Trade Program sets a statewide limit on greenhouse gas (GHG) emissions from sources responsible for 85 percent of California GHG. The governor's May 2015 budget revision to the 2015-16 Cap-and-Trade Expenditure Plan assumes a total of \$2.2 billion in total cap-and-trade revenue, specifically \$1.6 billion for clean transportation, mass transit, and sustainable community development. According to the Legislative Analyst's Office, in 2015-16 and beyond, state statute continuously appropriates 60 percent of cap-and-trade revenues for specific programs, including high-speed rail, affordable housing, and sustainable communities grants. The remaining 40 percent is available for annual appropriation by the legislature as discretionary spending.

One bill presented in the Assembly Special Session that Alameda CTC supports may increase the share of cap-and-trade funds dedicated to transit. ABX 17 would increase the amount allocated to the Low Carbon Transit Operations Program from 5 percent to 1 percent, and increase the amount allocated to the Transit & Intercity Rail Capital Program from 10 percent to 20 percent. In September 2015 the Senate passed a similar bill (SBX1-8).

In addition, Alameda CTC and the other Bay Area Congestion Management Agencies

supported the first update to the Climate Change Scoping Plan and actively support investments in sustainable communities and clean transportation, sustainable freight investments, and clean fuels.

Alameda CTC has also supported investments from new revenue streams for transportation, while supporting legislative options to increase funding for housing. Alameda CTC has participated in commenting on the development of cap-and-trade guidelines and will continue to work with the state and region on the implementation of the Cap-and-Trade Program, continuing to advocate for significant funding in the Bay Area. Alameda CTC supports climate change legislation as follows:

Support climate change legislation to reduce GHG emissions

- Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development.
- Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy.
- Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions.
- Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.

5. 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. Efficient goods movement expands job opportunities, supports local communities, and bolsters the economy of Alameda County, the Bay Area, and the nation.

In September 2015, Alameda CTC wrote a letter to the House Transportation and Infrastructure Committee expressing support for SBX-1 and the governor's proposal for transportation reform and other legislation that will make critical investments in improving our goods movement corridors.

At the federal level, Alameda CTC continues to support a strong freight program as part of the federal surface transportation bill that supports the multi-modal goods movement system in Alameda County.

Alameda CTC supports the following legislative priorities related to goods movement.

Expand goods movement funding and policy development

- Support a multimodal goods movement system and efforts that enhance the economy, local communities, and the environment.
- Support a designated funding stream for goods movement.

- Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy.
- Ensure that Bay Area transportation systems are included in and prioritized in state and federal planning and funding processes.
- Support rewarding Self-Help Counties that directly fund goods movement infrastructure and programs

6. Partnerships

In the coming year, Alameda CTC seeks to expand and strengthen its partnerships at the local, regional, state, and federal levels to collaborate on policies, funding, legislation, and project and program delivery opportunities.

Regional Partnerships

On a regional level, Alameda CTC is facilitating coordination with a number of agencies to leverage funding and efficiently partner on transportation projects and programs. Alameda CTC is also participating in partnerships with the Bay Area congestion management agencies and regional agencies: Metropolitan Transportation Commission, Association of Bay Area Governments, Bay Area Air Quality Management District, and Bay Conservation and Development Commission, as applicable.

State Partnerships

Alameda CTC is coordinating at the state level with the Self-Help Counties Coalition and the California Association of Councils of Government, is participating in providing input on CEQA reform, and the Cap-and-Trade Program. Alameda CTC views these efforts as essential to having more impact at the policy and planning levels, and unifying efforts to help ensure common policies and practices that can translate into more effective transportation project and program advocacy and implementation.

State and Local Partnership Program: The governor's September 3, 2015 transportation 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 ongoing 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 for accelerated loan repayment to pay for transit and intercity rail, trade corridors, local traffic congestion relief, and state highway repairs.

Investment in a State and Local Partnership Program (SLPP) not only leverages 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 has urged the state to include a similar program that is open to all counties.

Federal Partnerships

On a federal level, Alameda CTC advocates for a long-term transportation funding program that is sustainable, reliable, and supports both capital investments and operations. Alameda CTC supports federally-funded vehicle miles traveled studies, and wants to streamline the environmental process and reduce duplication for Condition of Approval/National Environmental Protection Act and the CEQA process.

Other Partnering Opportunities

Alameda CTC will continue to partner on the update of its Countywide Transportation Plan and development of its three multimodal plans—Countywide Goods Movement Plan, Countywide Multimodal Arterial Plan, and Countywide Transit Plan—and the policies that will arise from the plans that will provide more transportation choices and improve efficiencies throughout the county and beyond. Alameda CTC will continue its many multi-county transportation efforts, such as transit planning, express lane implementation, implementation of the first-ever affordable student transit pass program, and other types of transportation projects or programs implemented in more than one county to provide a system of transportation infrastructure or services for the traveling public that can be developed so that the region is ready to receive federal, state, or other grants as they become available. This includes work on a mega-regional effort to address infrastructure that supports inter-regional goods movement and transit.

Alameda CTC supports efforts that expand job opportunities for contracting with local and small businesses in the delivery of transportation projects and programs.

Expand partnerships at the local, regional, state, and federal levels.

- Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings in transportation.
- Support policy development to advance transportation planning, policy, and funding at the county, regional, state, and federal levels.
- Partner with community agencies and other partners to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs.
- Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.

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Draft 2016 Alameda County Transportation Commission Legislative Program

The legislative program herein supports Alameda CTC's transportation vision below adopted for the 2016 Countywide Transportation Plan:

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510.208.7400

www.AlamedaCTC.org

"Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities. Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and 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."

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

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

California Transportation Funding Proposals

	Assembly Democrats AB 1591 (Frazier)	Assembly Republicans	Senate Democrats (SBX 1)	Senate Republicans	Governor's Proposal
Truck Weight Fees	Returns weight fees that are being diverted to the general fund to pay for bond debt to the SHA. (\$1 billion)	Returns weight fees that are being diverted to the general fund to pay for bond debt to the SHA. (\$1 billion)	No Proposal Keep using weight fees for debt service.	Returns weight fees that are being diverted to the general fund to pay for bond debt to the SHA. (\$1 billion)	No Proposal Keep using weight fees for debt service.
Loan Repayment	Repay over two years \$879 million in outstanding loans made from various transportation accounts to the general fund. This revenue would be allocated to cities and counties for road improvement projects.	No proposal	Repay all outstanding loans with equal payments over three years. (\$879 million)	Use Prop 2 Rainey Funds to repay over time all post and pre-Prop 42 loan (\$1.8 billion) and repay weight fee revenue diverted to the general fund that was used for purposes other than debt payments (\$1.3 billion)	Repay \$879 million over the next four fiscal years.
Excise Tax	\$3.3 billion annually by increasing the gasoline excise by 22.5 cents. This new base rate would be adjusted for inflation. \$840 million annually by increasing the diesel fuel excise tax by 30 cents, and indexing it for inflation. This revenue would be dedicated the Trade Corridor Investment Fund.	No Proposal	12 cent increase on gasoline. The excise tax would be adjusted for inflation every three years. The BOE's annual adjustment of the price based excise tax is deleted. 22 cent increase on diesel fuel. Diesel excise tax would be adjusted for inflation every three years. The BOE's annual adjustment of the price based excise tax is deleted.	No Proposal	\$500 million by setting the price based gasoline excise tax beginning in 2017-18 at the historical average of 18 cents and eliminating the current annual BOE adjustments. The base excise tax and the price-based excise tax would then be adjusted annually for inflation \$500 million from an 11-cent increase in the diesel excise tax beginning in 2017-18. The entire diesel excise tax would also be adjusted annually for inflation.

California Transportation Funding Proposals

	Assembly Democrats AB 1591 (Frazier)	Assembly Republicans	Senate Democrats (SBX 1)	Senate Republicans	Governor's Proposal
Vehicle Registration Fees	<p>\$1.24 billion by increasing vehicles registration fees by \$38. These funds would be deposited in the Road Maintenance and Rehabilitation Account.</p> <p>\$16 million by imposing an annual surcharge of \$165 on all zero emission vehicles and alternatively fueled vehicles.</p>	No Proposal	\$35 per vehicle and a \$100 fee on zero emission and alternatively fueled vehicles.	No Proposal	\$2 billion from a new \$65 fee on all vehicles, including zero emission and alternatively fueled vehicles
Cap & Trade Revenue	<p>Increase the share of cap & trade auction revenue appropriated to the Transit & Intercity Rail Program from 10% to 20%. This would increase this Program from \$200 million annually to \$400 million annually.</p> <p>Annually appropriate 20% of cap & trade auction revenue, about \$400 million per year, to the Trade Corridor Investment Fund. This new program would use cap & trade revenue to improve the state's freight corridors.</p>	Divert 40% of cap & trade auction revenue to road maintenance projects. (\$1+ billion annually)	No Proposal	Dedicate \$1.9 billion annually in cap & trade auction revenue to transportation projects, and specifically prohibits the use of auction revenue for high speed rail.	<p>\$500 million in additional Cap and Trade proceeds dedicated to transit capital projects and complete streets projects.</p> <p>\$400 million appropriated annually to the Transit Capital & Intercity Rail Program, and \$100 million cities and counties for complete streets.</p>

California Transportation Funding Proposals

	Assembly Democrats AB 1591 (Frazier)	Assembly Republicans	Senate Democrats (SBX 1)	Senate Republicans	Governor's Proposal
General Fund	No Proposal	Annually appropriate \$1 billion in general fund revenue to transportation. Dedicate \$200 million per year of state infrastructure funds to transportation.	No Proposal	No Proposal	No Proposal
Trade Corridor Investments	This proposal dedicates \$400 million in cap & trade revenue and \$840 million in diesel excise tax revenue to trade corridor projects.			Dedicates 12 cents of the diesel fuel excise tax increase, approximately \$300 million annually, to trade corridor projects.	Allocates \$200 million for trade corridor projects.
Other Proposals	5% of the gasoline excise tax increase, about \$165 million annually would be set aside for a State and Local Partnership Program for counties currently without a local transportation sales tax program.	Implement the LAO's findings that 3,500 positions within Caltrans could be eliminated. (\$500 million annually) Eliminate all vacant position within state government and direct 25% of the saving to transportation. (\$685 million annually)	Requires Caltrans to increase efficiencies by 30% over three years, with the goal of producing \$100 million in saving to be used for state highway projects	None	\$250 million annually to provide matching grants for locally imposed transportation tax revenue. Requires Caltrans efficiencies to produce \$100 million.
Sunset Date	Not specified	Not Specified	Not Specified	Not Specified	Assumes 10 year life
Total Added Revenue	\$7.859 billion	\$4.385 billion	\$3.5 billion	\$5.3 billion	\$4.38 billion (includes one-time repayment of loans)

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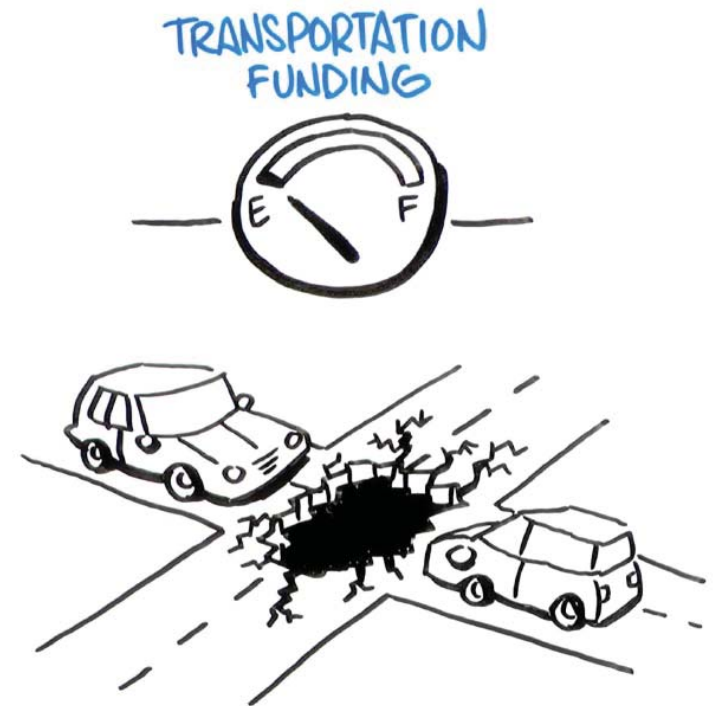
The FAST Act: Update on Surface Transportation Legislation

December 16, 2015



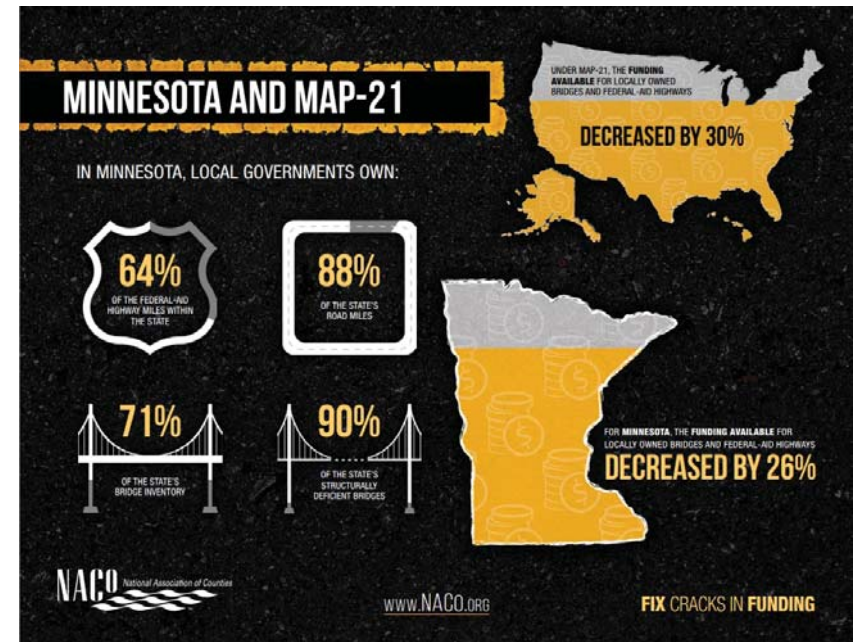
FAST Act| Overview of Webinar

1. Reauthorization process
2. How the [FAST Act \(H.R. 22\)](#) addresses county priorities
3. Other programs and provisions in the [FAST Act](#) and interest to counties
4. What's next for transportation policy and funding



FAST Act| Reauthorization Process of MAP-21

- Passed summer of 2012, the [Moving Ahead for Progress in the 21st Century \(MAP-21\)](#) was a two year bill due to Highway Trust Fund Solvency
- MAP-21 was set to expire [September 30, 2014](#), but was [extended five times](#), similar to many other bills
 - TEA-21 (1998-2003, extended 12 times)
 - SAFETEA-LU (2005-2009, extended 10 times)
 - MAP-21 (2012-2014, extended 5 times)



FAST Act| Highway Trust Fund (HTF)

- HTF was created in 1956 and gas was raised to 3 cents/gallon and 100% of revenue was dedicated to pay for interstate highway system.
- HTF pays for federal highway and transit programs
 - Federal gas tax (63% of HTF revenue)
 - Diesel tax (24% of HTF revenue)
- Increased spending: \$65 billion in transfers since 2008

Current tax revenue status:

- Diesel tax: 24.4 cents/gallon
- Gas tax: 18.4 cents/gallon



FAST Act| Reauthorization Process

- The FAST Act represents a compromise between the reauthorization bills that came out of the House and Senate
 - **Senate Bill:** Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act, six-year bill with three years of funding
 - **House Bill:** Surface Transportation Reauthorization and Reform (STRR) Act of 2015, six-year bill and partial funding

Timeline of the FAST Act

- Oct. 29: Congress passed a short-term funding solution
- Nov. 6-30: Conference negotiations
- Dec. 1: Conference report “FAST Act” filed
- Dec. 3: House and Senate pass the FAST Act
- Dec. 4: President signs the FAST Act into law



FAST Act | County Priorities

- On December 3, the FAST Act was passed by both House and Senate that addresses several county transportation priorities:
 - Provides long-term certainty
 - Increased funding for locally owned infrastructure
 - Puts more funding into the hands of local decision-makers
 - Protects funding for off-system bridges
 - Provides funding for rural and urban public transportation systems
 - Builds on reforms for MAP-21 to expedite project delivery

MAP-21 vs. FAST Act Comparison Chart



County Priorities	MAP-21 (Public Law 112-141)	FAST Act (H.R. 22)
Long-term Funding Certainty <i>Counties need long-term funding certainty to plan, fund and deliver transformative transportation projects.</i>	<ul style="list-style-type: none"> MAP-21 was passed in the summer of 2012 and provided a two-year authorization of surface transportation programs, which has been extended four times. 	<ul style="list-style-type: none"> The FAST Act is a fully funded five-year authorization of surface transportation programs.
Increased Investment <i>Current levels of federal spending on transportation have failed to meet the needs of America's infrastructure, including county owned highways, bridges and transit systems.</i>	<ul style="list-style-type: none"> MAP-21 authorized a total of \$105 billion from FY13 – FY14 for highway and transit programs (an average of \$52.5 billion per year). 	<ul style="list-style-type: none"> The FAST Act authorizes a total of \$280 billion in spending from the Highway Trust Fund over FY 16 – FY 20 for highway and transit programs (an average of \$56.2 billion per year).
Increased Funding for Locally Owned Highways and Bridges <i>Counties and other local governments are major owners of the nation's transportation system, collectively owning 50 percent of the National Bridge Inventory and 78 percent of the nation's road miles, including 43 percent of all federal aid highways.</i>	<ul style="list-style-type: none"> MAP-21 consolidated and eliminated a number of federal-aid highway programs, including some that provided funding for county infrastructure. Overall, these changes caused a 30 percent decrease in the funding available to locally owned highways and bridges. 	<ul style="list-style-type: none"> The FAST Act makes more federal-aid highway dollars available to locally owned highways and bridges. The bill also increases the overall funding for the Surface Transportation Program (STP) – now rebranded the Surface Transportation Block Grant Program (STBGP) and opens up the National Highway Performance Program (NHPP) to support all on-system bridges – essentially making an additional \$116.4 billion available to locally owned infrastructure, which more than repairs the 30 percent decrease in funding that occurred under MAP-21.

FAST Act| Long-term Certainty

- Five-year fully funded bill, longest measure in over a decade
- Congress used numerous pay-fors to offset a \$75 billion transfer to the HTF so it could fully fund a five-year reauthorization bill, including:
 - Increase National Highway Traffic Safety Administration (NHTSA) civil penalties (\$423 million)
 - Passport revocation for tax scofflaws (\$395 million)
 - Allow the IRS to hire private tax collectors (\$2.408 billion)
 - Customs fee indexation for inflation (\$5.188 billion)
 - Federal Reserve surplus account transfer (\$53.334 billion)
 - Federal Reserve dividend payment reduction (\$6.904 billion)
 - Strategic Petroleum Reserve sale of 66 million barrels (\$6.2 billion)
 - Office of Natural Resources Revenue (ONRR) royalty overpayment fix (\$320 million)
 - Total = \$75.172 billion



FAST Act| Increased funding

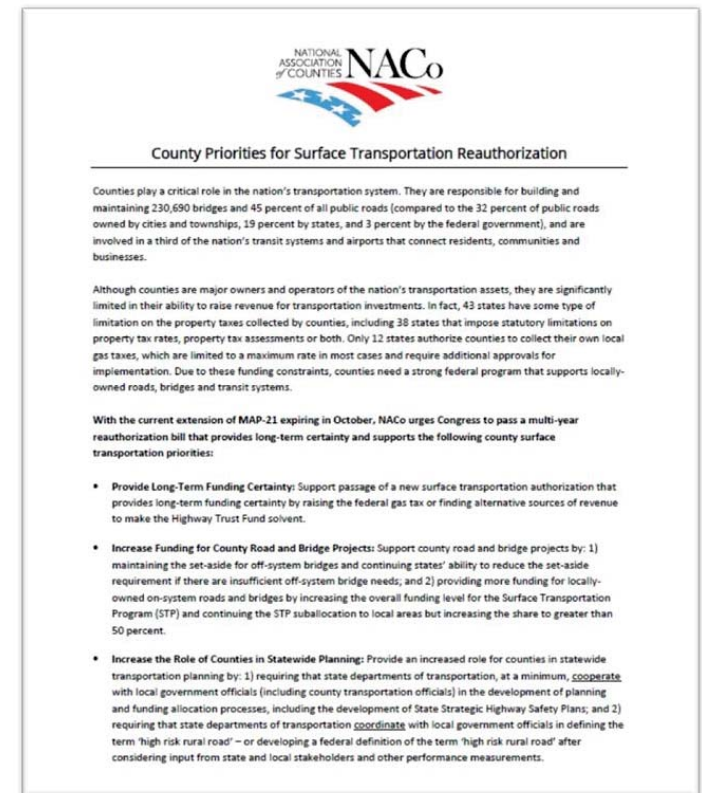
Increases funding for locally owned infrastructure in several ways:

- Increases funding for the Surface Transportation Program (STP) (\$4 billion more over five years)
- Allows for all highway bridges (not just those on the “National Highway System”) to be funded through the National Highway Performance Program
- Makes an additional \$116 billion available for county-owned highway bridges



FAST Act| Local decision-makers

- The FAST Act increases the amount of STP funds that are sub-allocated to local decision-makers and local areas by \$3 billion over five years, increasing the sub-allocation percentage from 50% in FY 2015 (where it is today) to 55% in FY 2020.
- Sub-allocation means: portion of STP funds that are required to be obligated in rural, mid-sized and urban areas in proportion to their relative shares of the State's population. The remaining amounts (amount of STP funds that are not sub-allocated are able to be spent in any area of the state (urban, rural or mid-sized) – that portion is entirely under the discretion of the State DOTs.



FAST Act | Off-system bridges & urban/rural transportation systems

Off-System Bridges

- The FAST Act continues the set-aside funding under the Surface Transportation Program for “off-system” or non-highway bridges. This set-aside provides \$776 million annually. This is a critical provision for counties since the majority of bridges we own are off-system.

Rural & Urban Public Transportation Systems

- Increases both rural and urban formula programs. Also creates (or reestablishes) discretionary grants for buses and bus facilities.



FAST Act | Project Delivery

The FAST Act expands and creates reforms at reducing project delays in a number of ways, including:

- Allows and encourages the use of a [single environmental review document](#) throughout the entire process and among multiples agencies.
- Adds to MAP-21's efforts to [use deadlines to reduce delays in the transportation project review and approval process](#).
- Delegates regulatory [responsibilities to the states](#).
 - Legislation creates a delegation pilot program for up to five states currently enrolled in U.S. DOT's NEPA delegation
- Expedites or exempts regulatory requirements in emergency situations, building upon the creation of a CE for emergency situations in MAP-21, the [FAST Act provides further exemptions and expedited regulatory procedures for "any road, highway, railway, bridge or transit facility that is damaged by an emergency."](#)
 - Federal Clean Water Act, Endangered Species Act, National Historic Preservation Act, and Migratory Bird Treaty Act



FAST Act| Additional Programs

Other programs and provisions in the FAST Act of possible interest to counties:

- Freight Programs
 - National Freight Program
 - Nationally Significant Freight and Highway Projects Program:
- Transportation Alternatives Program (TAP) – Funding and Eligibility
- Federal Lands Access Program (FLAP)
- Transportation Infrastructure Finance and Innovation Act (TIFIA) Program
- Highway Trust Fund Language
- Bundling Opportunities



FAST Act| Thank You!



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METROPOLITAN
TRANSPORTATION
COMMISSION

Agenda Item 4a 8.1D
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Memorandum

TO: Legislation Committee

DATE: December 11, 2015

FR: Executive Director

W. I. 1131

RE: Fixing America's Surface Transportation (FAST) Act

Fast Action by Congress to Sustain Federal Transportation Funding

On December 4, 2015, just a day after approval by Congress, President Obama signed H.R. 22, the FAST Act (Fixing America's Surface Transportation Act), establishing funding levels and federal policy for our nation's highways and public transit systems for fiscal years (FY) 2016 through FY 2020. The bill authorizes \$305 billion in spending over five-years, \$281 billion from the Highway Trust Fund, plus \$24 billion from the General Fund.

Relative to FY 2015, the FAST Act boosts transit funding by 10 percent in FY 2016, while highway funding is increased by 5 percent. Thereafter, the annual growth rate for both highways and transit is slightly above 2 percent. In lieu of raising the gas tax to close the gap between annual expenditures and annual revenue deposited in the Highway Trust Fund (HTF), the bill is paid for by a variety of budgetary sleights of hand that enable a transfer to the HTF of approximately \$70 billion in General Fund revenue. (Once transferred to the HTF, those funds are no longer considered General Fund revenue and are included within the \$281 billion referenced above.) The federal gas tax is a flat rate of 18.4 cents per gallon and has not been raised since 1993.

For the San Francisco Bay Area, the FAST Act will provide a welcome increase both in roadway and transit funding as is further outlined in Attachment 3 to this memo. Relative to FY 2015 funding levels, the FAST Act provides the region with approximately \$30 million more in transit formula funding in FY 2016, with the bump ramping up to \$64 million by FY 2020. With respect to highway formula funding, the FAST Act provides the region approximately \$14 million in FY 2016 over FY 2015 levels, rising to \$37 million by FY 2020.

Highway Funding

With respect to the Bay Area's share of highway formula funding, we estimate approximately \$834 million in Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funding—the two sources of flexible federal highway funds that come directly to the Bay Area for decision. These funds are used for the region's One Bay Area Grant Program (OBAG), the second cycle of which was approved in November. This is about \$69 million more than anticipated over the five-year period, including \$30 million in additional CMAQ funding and \$39 million in additional STP funds. If we extrapolate the FAST Act's annual growth rate through FY 2022 (the final year of the OBAG 2 programming cycle), funding would be up by approximately \$93 million.

Transit Funding

Receiving the largest boost of any formula program is the State of Good Repair (SGR) Program (Section 5337, Federal Transit Administration (FTA) funds), increased almost 16 percent in FY 2016, plus almost 2 percent annual growth thereafter. This is good news for the Bay Area because of our tremendous transit capital replacement needs and because we receive a larger share of this program than any of the federal transit formula programs (8 percent of the nationwide amount vs. 4 percent for other programs). As shown on Attachment 3, the bill provides the region with approximately \$1 billion in 5337 SGR funds over the five-year period. This includes a \$27 million increase over FY 2015 funding levels in FY 2016, rising to a \$41 million boost by FY 2020.

With respect to Urbanized Area funding (Section 5307 FTA funds), the other major transit formula program, the FAST Act provides the Bay Area approximately \$1.1 billion over the five-year period. This includes a \$4 million increase over FY 2015 funding levels in FY 2016, rising to a \$22 million boost by FY 2020.

For a summary of the key aspects of the bill prepared by MTC staff, see Attachment 1. National, statewide and Bay Area funding estimates are shown in Attachments 2 and 3. The actual funding levels for the region will not be known until funds are apportioned each year, as the Bay Area's share of transit and highway funds changes slightly based on formula factors that vary year to year.



Steve Heminger

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MTC OVERVIEW OF FAST ACT

MAJOR FUNDING PROGRAM CHANGES

Federal Transit Administration

Capital Investment Grants

The FAST Act provides a 21 percent boost in Capital Investment Grant funding (Section 5309 FTA Funds), the major federal funding source for transit expansion projects, commonly known as New Starts. Funding is increased from \$1.9 billion in FY 2015 to \$2.3 billion per year for FY 2016 through FY 2020. It is important to note, however, that since the New Starts program is funded by the General Fund, each year's actual funding level will be determined in the annual appropriations bill.

New Starts is a high priority program for the Bay Area as it provides a key funding source for two major rail expansion projects currently under construction — BART to Silicon Valley (Phase 1 to Berryessa) and San Francisco Central Subway, both of which have Full Funding Grant Agreements from FTA. The next generation of Bay Area projects to be seeking New Starts funding are Caltrain Downtown Extension (DTX) project and BART Silicon Valley (Phase 2 to Santa Clara). In addition to these rail extensions, the region also has two Core Capacity projects that are seeking New Starts funding — BART's automated train control project as well as Caltrain electrification.

The Bay Area also has several smaller projects seeking funding under the program's "Small Starts" category for projects seeking less than \$75 million with a total construction cost below \$300 million, including San Francisco Municipal Transportation Authority's Van Ness Bus Rapid Transit (BRT) line. The FAST Act does not specify the share of funds to be used for major fixed guideway extensions, Small Starts or Core Capacity. This will be dealt with on an annual basis in each year's appropriations bill.

With respect to policy changes, the FAST Act removes all references to "policies and land use patterns that promote public transportation," a factor that has guided the FTA's scoring of projects in recognition of the strong relationship between land use and transit ridership. The bill also reduces from 80 percent to 60 percent the share that New Starts funds can comprise in the total budget for a New Fixed Guideway Project, but leaves it at 80 percent for Small Starts and Core Capacity Projects.

Bus and Bus Facilities

The FAST Act maintains the Bus and Bus Facilities (Section 5339 FTA funds) formula-based program at flat FY 2015 funding levels in FY 2016 — growing just 1.7 percent per year through the duration of the bill. Unfortunately, due to an increase in an annual set-aside for states, the funding distributed directly to operators declines so the region will see a 7 percent cut in bus formula funding in FY 2016, eventually catching up to FY 2015 funding levels by FY 2019. The bill restores a competitive Bus and Bus Facilities program that was eliminated by MAP 21, providing \$268 million per year in FY 2016, reaching \$344 million in FY 2020. Of this total, \$55 million is reserved each year for "low or no emission" vehicle purchases or related facilities and equipment, a program in which Bay Area operators should compete well.

Enhanced Mobility of Seniors & Individuals with Disabilities

The FAST Act provides \$263 million for the Enhanced Mobility of Seniors & Individuals with Disabilities formula program (Section 5310 FTA funds) in FY 2016, a modest increase over FY 2015, growing at about 2 percent per year through the duration of the bill. The bill also creates a new pilot program for "innovative coordinated access and mobility," with an emphasis on technology,

funded at \$2 million in FY 2016, reaching \$3.5 million in FY 2020 for the “transportation disadvantaged that improve the coordination of transportation services and nonemergency medical transportation services.” The region’s share of this program will grow from \$4.4 million in FY 2016 to \$4.8 million in FY 2020.

Federal Highway Administration

Surface Transportation Block Grant Program

The FAST Act changes the name of the longstanding Surface Transportation Program to the Surface Transportation Block Grant Program (STBGP). Other than repealing a report requirement that states submit to the Secretary of the Department of Transportation on their use of the funds, the STBGP will function much the same as STP. Congress responded to the calls by regional and local agencies to increase the share of funds suballocated on the basis of population by increasing it from 50 percent to 51 percent in FY 2015, growing by 1 percent each year to 55 percent by 2020).

The bill expands STBGP project eligibility to include, at the request of a state, administrative and subsidy costs related to providing a state with federal credit assistance under TIFIA (Transportation Infrastructure Finance and Innovation Act) and costs associated with the creation and operation of a public-private partnership (P3) office to assist in the design, implementation and oversight of transit or highway P3 projects. Notably, funds may be used to pay a stipend to “unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements.”

California is slated to receive approximately \$4.7 billion in STBGP funds, of which the Bay Area will receive approximately \$463 million.

Transportation Alternatives Program

The FAST Act incorporated the House bill’s language with respect to the Transportation Alternatives Program (TAP), turning it into a set-aside of the Surface Transportation Block Grant Program — just as the former “Transportation Enhancements” program was a 10 percent set-aside of STP prior to MAP 21. Rather than receiving a percentage of STBGP funds, the share of TAP funds is specified in the bill at \$835 million in the bill’s first two years, rising to \$850 million for the final three years. The bill makes no eligibility changes to TAP, but allows MPOs to spend their share of TAP funds (50% are distributed on the basis of population) on any STP-eligible project. In California, TAP funds are incorporated into the state’s Active Transportation Program — limited to projects that improve bicycle and pedestrian safety and access — so this provision would not apply absent a change in state law.

California is slated to receive approximately \$349 million over the five-year period, of which the Bay Area will receive approximately \$30 million in formula funds, with the potential to receive additional TAP funds from the statewide competitive portion.

Congestion Mitigation & Air Quality

The FAST Act makes no significant changes to the CMAQ program affecting the Bay Area, a significant victory given restrictive language included in both the House and Senate-approved bills that would have required a large portion of the region’s CMAQ funds to be spent on diesel engine retrofit or replacement rather than variety of bicycle, pedestrian and transit improvements currently funded within the region’s OBAG program. In response to a coordinated lobbying effort to preserve flexibility led by MTC, this language was removed in the final conference report.

California is slated to receive approximately \$2.4 billion over the five-year period, of which the Bay Area will receive approximately \$371 million.

National Highway Freight Program

The FAST Act establishes the first ever federal highway program focused on freight, the National Highway Freight Program. Funds are distributed so that each state's share is equivalent to its share of the overall federal highway program. The bill would establish a National Highway Freight Network consisting of:

- The primary highway freight system (defined as the 41,518-mile primary freight network established pursuant to MAP 21)
- Critical rural freight corridors
- Critical urban freight corridors
- Portions of the Interstate system not designated as part of the primary highway freight system

States, including California, that have over 2 percent of the US total of mileage on the National Highway Freight Network are required to spend their annual freight funding on projects on the primary highway freight system, critical rural freight corridors, or critical urban freight corridors. Up to 10 percent of a state's total freight apportionment may be spent on intermodal or freight rail projects.

The bill requires the Administrator of the Federal Highway Administration to redesignate the Primary Highway Freight System five years after enactment of the FAST Act, and every five years thereafter. Notably, for urbanized areas with a population greater than 500,000, the MPO, in consultation with the state, may designate (at any time) a public road within its borders as a critical urban freight corridor if it meets the following criteria:

- Is located in an urbanized area
- Connects an intermodal facility to the primary highway freight system, the Interstate system or an intermodal freight facility
- Is located within a corridor of a route on the primary highway freight system and provides an alternative highway option important to goods movement
- Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land
- Is important to the movement of freight within the region, as determined by the MPO or the state.

Building on the new emphasis on performance measures in federal law, the law requires the FHWA Administrator to submit a report to Congress that describes the conditions and performance of the National Highway Freight Network within two years of enactment and biennially thereafter. With respect to project eligibility, the bill enumerates 23 different types of projects, including, not strictly construction projects but also intelligent transportation systems (ITS) projects, railway-highway grade separation, truck parking facilities, real time traffic and multimodal transportation information systems, traffic signal optimization, ramp metering and environmental and community mitigation for freight movement.

California is slated to receive approximately \$582 million in NHFP funds over the five years.

Nationally Significant Freight and Highway Projects Program

The bill establishes a new discretionary (competitive) program for projects of national or regional significance. The goals of the program are to:

- Improve the safety, efficiency and reliability of the movement of freight and people
- Generate national or regional economic benefits and increase U.S. global competitiveness
- Reduce highway congestion and bottlenecks
- Improve connectivity between modes of freight transportation
- Enhance the resilience of critical highway infrastructure and help protect the environment
- Improve roadways vital to national energy security
- Address impact of population growth on movement of people and freight

The bill establishes a minimum grant award of \$25 million. Eligible applicants are states, MPOs serving an urbanized area with a population greater than 200,000, a unit or group of local government(s), a political subdivision of a state or local government, a special district, a port authority, a federal land management agency applying jointly with a state and a tribal government. Funding for freight rail or intermodal projects or projects to facilitate intermodal transfer or access into a freight rail, water or intermodal facility is capped at \$500 million over the 5-year lifetime of the bill.

Nationally, the program receives \$800 million FY 2016, growing to \$1 billion by FY 2020. As this is a competitive program, we cannot predict how much funding California or the Bay Area will receive. However, it seems reasonable to assume the state would receive at least 10 percent of the funds, equivalent to \$450 million over the five-year period.

OTHER PROGRAM CHANGES

Metropolitan Planning

The bill makes changes to the provisions related to a requirement added in MAP 21 that MPO boards include a representative of public transit operators to clarify that a board member may satisfy that requirement while also serving as a representative of a local jurisdiction. This is consistent with MTC's interpretation of the intent of the original statute, but in 2014, the Federal Transit Administration had issued a policy guidance suggesting that it would take a different view.

With respect to the metropolitan planning process, the bill requires consideration of resiliency and responsiveness to natural disasters, emphasizes intermodal transfer facilities, intercity bus services and facilities, public ports and tourism. The bill also authorizes an MPO to develop a congestion management plan that considers regional goals to reduce vehicle miles traveled during peak times and improve job access to low income areas. The bill clarifies that "private transportation" includes consideration of intercity bus operators and employer-based commuting programs.

Project Delivery

The FAST Act includes a separate "subtitle" focused on "Acceleration of Project Delivery," consisting of 18 individual sections. Of particular interest to California, which has its own rigorous California Environmental Quality Act (CEQA), is a new section named "Program for eliminating duplication of environmental reviews" designed to allow a state to substitute one or more state environmental laws for the National Environmental Policy Act (NEPA). The program is limited to five states. Participation in the program is at the discretion of the DOT Secretary, who has 120 days to approve or reject an application.

The general thrust of the other project delivery provisions is to require greater coordination, timely review and accountability by federal agencies responsible for reviewing environmental documents. The act includes these additional changes:

- Exempts a “common post-1945 concrete or steel bridge or culvert” from individual historic preservation review.
- Encourages the use of programmatic mitigation plans and planning documents in environmental review.
- Allows the use of an errata sheet when a minor change needs to be made to an environmental document.
- Requires the DOT Secretary to develop, within 18 months, a searchable database of projects requiring an environmental analysis or permit.
- Establishes a new “At Risk Project Preagreement Authority” option — similar to a “letter of no prejudice” for sponsors of federal highway-funded projects to begin preliminary engineering work before a project receives its official authorization to proceed. Federal reimbursement of such expenditures would therefore be at their own risk.

Public-Private Partnerships/Innovative Finance

The FAST Act reduces funding for Transportation Infrastructure Finance and Innovation Act (TIFIA) from \$1 billion in MAP 21 to \$275 million in FY 2016, reaching \$300 million in FY 2020. The bill also broadened TIFIA flexibility to include transit-oriented development (TOD) as well as groups of projects, and lowers the cost threshold to \$10 million for intelligent transportation system, rural, and TOD projects.

The act establishes a new National Surface Transportation and Innovative Finance Bureau within the DOT to provide assistance and communicate best practices related to the use of TIFIA and public-private partnerships. The Bureau will administer the TIFIA program, the Railroad Rehabilitation and Improvement Financing Program and the new Nationally Significant Freight and Highway Projects Program.

Regional Infrastructure Demonstration Program

The bill establishes a new program to assist local governments interested in obtaining funding under TIFIA, providing \$11.7 million in grants for local entities that wish to serve as “regional infrastructure accelerators.” In evaluating applications by regional entities, the Secretary is required to consider geographic diversity, existence of a plan to evaluate and promote innovative financing methods, including TIFIA, and other methods of incorporating private capital into financing of transportation projects, and to increase transparency with respect to infrastructure project analysis.

Tolling Provisions

The bill makes a number of changes related to express lane provisions, starting with replacing all references to “state agencies” with “public authorities” in recognition that many toll roads are operated by entities other than the state. The bill retains the strict performance standard that requires facilities maintain a minimum average operating speed of 45 miles per hour during the morning or evening peak hour periods 90 percent of the time over a consecutive 180-day period, but provides a formal process for a state to seek a waiver from sanctions if such waiver is in the best interest of the traveling public and the public authority is meeting all conditions in a plan to improve performance.

In the event that a facility is failing the performance standard, the bill requires the public authority to submit a plan to the DOT Secretary within 180 days, and requires the Secretary to provide written notice within 60 days as to whether or not the plan will be approved or disapproved. Annual updates must be provided regarding steps taken to bring the facility into compliance with federal standards

until the facility is no longer considered “degraded.” The bill also adds new provision requiring that for any express lane on the Interstate System, the public authority consult with the MPO concerning the placement and amount of tolls on the facility.

Finally, the bill revises the Interstate System Reconstruction and Rehabilitation Pilot Program — established in 1998 by the Transportation Equity Act for the 21st Century (TEA 21), the only program that allows tolling of existing free lanes — to open it up to three more states by establishing a deadline by which states with provisionally approved applications must complete their environmental review and execute a toll agreement with the DOT Secretary. The program is limited to three projects on the Interstate system in three separate states, but those states with preliminary approval (Virginia, Missouri and North Carolina) have not moved forward with their projects.

Electric Vehicles

The FAST Act requires the DOT Secretary to designate national electric vehicle (EV) charging and hydrogen, propane, and natural gas fueling corridors that identify the near and long term need for and location of charging and fueling infrastructure at strategic locations along major national highways to improve the mobility of passenger and commercial vehicles using these technologies. The bill requires the DOT Secretary to solicit nominations from state and local officials, incorporate existing corridors designated by a state or group of states and consider demand for and location of existing charging and alternative fuel fueling stations and infrastructure. The bill requires the corridors to be updated at least every 5 years.

Intelligent Transportation Systems

In recognition of the important role that technology plays in addressing our transportation challenges, the FAST Act includes a separate “Innovation” title, referred to as the “Transportation for Tomorrow” act within the bill. Comprised of 28 different sections, the key highlights include:

- A new Technology and Innovation Deployment Program, funded at \$68 million per year, to accelerate the deployment of new technology and innovations and analyze Federal, State, and local cost savings, project delivery time improvements, reduced fatalities, and congestion impacts.
- A new Advanced Transportation and Congestion Management Technologies Deployment Program, funded at \$60 million per year, to provide competitive grants to develop model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. The program receives estimated to fund between 5 - 10 grants per year will be awarded to deploy a wide array of ITS and technology strategies to reduce congestion, improve safety, improve access and mobility and for other purposes
- New eligibility for installation of vehicle-to-infrastructure (V2I) communication equipment within all major highway formula programs.

Funding Authorizations Under the Conference Agreement on H.R. 22, the FAST Act

DRAFT Subject to Later Revision. Millions of Dollars of Budget Authority.

Bill Section	Program		FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	5-year
Federal Highway Administration									
1101(a)(1)	Federal-Aid Highway Program (Formulas)	HTF CA	37,798.0	39,727.5	40,547.8	41,424.0	42,358.9	43,373.3	207,431.5
	National Highway Performance Program		21,908.2	22,332.3	22,827.9	23,262.0	23,741.4	24,235.6	116,399.1
	Surface Transportation Block Grant Program		10,077.1	11,162.6	11,424.4	11,667.8	11,876.3	12,137.0	58,268.1
	Highway Safety Improvement Program		2,192.4	2,225.6	2,275.1	2,317.8	2,359.6	2,407.4	11,585.4
	Railway-Highway Grade Crossings		220.0	225.0	230.0	235.0	240.0	245.0	1,175.0
	Congestion Mitigation & Air Quality Program		2,266.9	2,309.1	2,360.3	2,405.2	2,449.2	2,499.0	12,022.7
	Metropolitan Planning Program		313.6	329.3	336.9	343.0	350.4	358.5	1,718.1
	National Highway Freight Program		0.0	1,140.2	1,090.7	1,189.8	1,338.5	1,487.3	6,246.5
	Transportation Alternatives/STBGP Set-Aside		819.9	835.0	835.0	850.0	850.0	850.0	4,220.0
1418	SAFETEA-LU Legacy Allocated Safety Programs		0.0	3.5	3.5	3.5	3.5	3.5	17.5
1101(a)(2)	Transp. Infra. Finance & Innovation Prog.	HTF CA	1,000.0	275.0	275.0	285.0	300.0	300.0	1,435.0
1101(a)(3)(A)	Tribal Transportation Program	HTF CA	450.0	465.0	475.0	485.0	495.0	505.0	2,425.0
1101(a)(3)(B)	Federal Lands Transportation Program	HTF CA	300.0	335.0	345.0	355.0	365.0	375.0	1,775.0
	FLTP: National Park Service			268.0	276.0	284.0	292.0	300.0	1,420.0
	FLTP: Fish and Wildlife Service			30.0	30.0	30.0	30.0	30.0	150.0
	FLTP: Forest Service			15.0	16.0	17.0	18.0	19.0	85.0
1101(a)(3)(C)	Federal Lands Access Program	HTF CA	250.0	250.0	255.0	260.0	265.0	270.0	1,300.0
1101(a)(4)	Territorial and Puerto Rico Highways	HTF CA	190.0	200.0	200.0	200.0	200.0	200.0	1,000.0
1115	Puerto Rico Set-Aside		150.0	158.0	158.0	158.0	158.0	158.0	790.0
1115	Territories Set-Aside		40.0	42.0	42.0	42.0	42.0	42.0	210.0
1101(a)(5)	Nat. Signif. Freight & Highway Projects	HTF CA	0.0	800.0	850.0	900.0	950.0	1,000.0	4,500.0
1104(a)	Administrative Expenses	HTF CA	440.0	453.0	459.8	466.7	473.7	480.8	2,334.0
1110	Highway Use Tax Evasion Set-Aside		10.0	4.0	4.0	4.0	4.0	4.0	20.0
	SAFETEA-LU Legacy Allocated Safety Programs		3.0	Transferred to set-aside from FAHP formula programs above					
23USC\$140	On-the-job training		10.0	10.0	10.0	10.0	10.0	10.0	50.0
23USC\$140	DBE training		10.0	10.0	10.0	10.0	10.0	10.0	50.0
1112	Ferry Boats and Facilities	HTF CA	67.0	80.0	80.0	80.0	80.0	80.0	400.0
1123	Fed./Tribal Nat. Signif. Projects	GF Auth.	0.0	100.0	100.0	100.0	100.0	100.0	500.0
1438	Rescission Effective July 1, 2020	HTF CA	0.0	0.0	0.0	0.0	0.0	-7,569.0	-7,569.0
1441	Regional Infra. Accelerator Demo	GF Auth.	0.0	12.0	0.0	0.0	0.0	0.0	12.0
6002(a)(1)	Highway R&D Program	HTF CA	115.0	125.0	125.0	125.0	125.0	125.0	625.0
6020	Surface Transpo. Funding Alternatives Studies		0.0	15.0	20.0	20.0	20.0	20.0	95.0
6021	Future Interstate Study		0.0	5.0	0.0	0.0	0.0	0.0	5.0
6028	Performance Management Data Support		0.0	10.0	10.0	10.0	10.0	10.0	50.0
6002(a)(2)	Tech. & Innov. Deployment	HTF CA	62.5	67.0	67.5	67.5	67.5	67.5	337.0
6002(a)(3)	Training and Education	HTF CA	24.0	24.0	24.0	24.0	24.0	24.0	120.0
6002(a)(4)	Intelligent Transpo. Systems	HTF CA	100.0	100.0	100.0	100.0	100.0	100.0	500.0
6002(a)(5)	University Transpo. Centers	HTF CA	72.5	72.5	75.0	75.0	77.5	77.5	377.5
6002(a)(6)	Bureau of Transpo. Statistics	HTF CA	26.0	26.0	26.0	26.0	26.0	26.0	130.0
23 USC §125	Emergency Relief (Statutory - Not In Bill)	HTF CA	100.0	100.0	100.0	100.0	100.0	100.0	500.0
Total FHWA Contract Authority (Gross)			40,995.0	43,100.0	44,005.1	44,973.2	46,007.6	47,104.1	225,190.0
Total FHWA Contract Authority (Net)			40,995.0	43,100.0	44,005.1	44,973.2	46,007.6	39,535.1	217,621.0
Total Gross FHWA Contract Authority Subject to Limitation			40,256.0	42,361.0	43,266.1	44,234.2	45,268.6	46,365.1	221,495.0
1102(a)	Highways Obligation Limitation		40,256.0	42,361.0	43,266.1	44,234.2	45,268.6	46,365.1	221,495.0
Federal Transit Administration									
3016	Formula and Bus Grants	HTF CA	8,595.0	9,347.6	9,534.7	9,733.4	9,939.4	10,150.3	48,705.4
5338(a)(2)(A)	Planning Programs (§5305)		128.8	130.7	133.4	136.2	139.1	142.0	681.5
5338(a)(2)(B)	Metropolitan Planning (20005(b))		10.0	10.0	10.0	10.0	10.0	10.0	50.0
5338(a)(2)(C)	Urbanized Area Formula Grants (§5307)		4,458.7	4,538.9	4,629.7	4,726.9	4,827.1	4,929.5	23,652.1
5338(a)(2)(D)	Elderly/Disabled (§5310)		258.3	262.9	268.2	273.8	279.6	285.6	1,370.2
5338(a)(2)(E)	Mobility of Seniors/Disabled (3006(b))		0.0	2.0	3.0	3.3	3.5	3.5	15.3
5338(a)(2)(F)	Rural Formula Grants (§5311)		607.8	620.0	632.4	645.6	659.3	673.3	3,230.6
5338(a)(2)(G)	R&D Demo. & Deployment (§5312)		0.0	28.0	28.0	28.0	28.0	28.0	140.0
5338(a)(2)(H)	Technical Assistance/Standards (§5314)		0.0	4.0	4.0	4.0	4.0	4.0	20.0
5338(a)(2)(I)	National Transit Institute (§5322(d))		5.0	5.0	5.0	5.0	5.0	5.0	25.0
5338(a)(2)(J)	Bus Testing Facility (§5318)		3.0	3.0	3.0	3.0	3.0	3.0	15.0
5338(a)(2)(K)	National Transit Database (§5335)		3.9	4.0	4.0	4.0	4.0	4.0	20.0
5338(a)(2)(L)	State of Good Repair (§5337)		2,165.9	2,507.0	2,549.7	2,593.7	2,638.4	2,683.8	12,972.5
5338(a)(2)(M)	Bus and Bus Facility Formula (§5339(a))		427.8	427.8	436.4	445.5	455.0	464.6	2,229.2
5338(a)(2)(N)	Bus and Bus Facility Discretionary (§5339(c))		0.0	268.0	283.6	301.5	322.1	344.0	1,519.2
5338(a)(2)(O)	Fast Growth/High Density (§5340)		525.9	536.3	544.4	552.8	561.3	570.0	2,764.8
3016	R&D, Demonstration & Deployment	GF Auth.	70.0	20.0	20.0	20.0	20.0	20.0	100.0
3016	Technical Assistance and Training	GF Auth.	7.0	5.0	5.0	5.0	5.0	5.0	25.0

Funding Authorizations Under the Conference Agreement on H.R. 22, the FAST Act

DRAFT Subject to Later Revision. Millions of Dollars of Budget Authority.

Bill Section	Program		FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	5-year
3016	Capital Investment Grants	GFAuth.	1,907.0	2,301.8	2,301.8	2,301.8	2,301.8	2,301.8	11,508.9
3016	Administration	GF Auth.	110.0	115.0	115.0	115.0	115.0	115.0	575.1
3028	Positive Train Control Grants	HTF CA	0.0	0.0	199.0	0.0	0.0	0.0	199.0
Total FTA Contract Authority			8,595.0	9,347.6	9,733.7	9,733.4	9,939.4	10,150.3	48,904.4
Total FTA General Fund Authorizations			2,094.0	2,441.8	2,441.8	2,441.8	2,441.8	2,441.8	12,209.0
3018	Obligation Limitation		8,595.0	9,347.6	9,534.7	9,733.4	9,939.4	10,150.3	48,705.4
National Highway Traffic Safety Administration (Highway Safety)									
4001(a)(1)	Highway Safety Programs (\$402)	HTF CA	235.0	243.5	252.3	261.2	270.4	279.8	1,307.2
4001(a)(2)	Highway Safety R&D (\$403)	HTF CA	113.5	137.8	140.7	143.7	146.7	149.8	718.7
4001(a)(3)	National Priority Safety Programs (\$405)	HTF CA	272.0	274.7	277.5	280.2	283.0	285.9	1,401.3
4001(a)(4)	National Driver Register (chapter 309)	HTF CA	5.0	5.2	5.2	5.3	5.4	5.5	26.6
4001(a)(5)	High-Visibility Enforcement (\$404)	HTF CA	29.0	29.3	29.5	29.9	30.2	30.5	149.4
4001(a)(6)	Administrative Expenses	HTF CA	25.5	25.8	26.1	26.3	26.6	26.8	131.7
Total NHTSA Contract Authority			680.0	716.3	731.3	746.6	762.3	778.3	3,734.9
Federal Motor Carrier Safety Administration									
5101(c)	Motor Carrier Safety Assistance Program	HTF CA		0.0	292.6	298.9	304.3	308.7	1,204.5
5101(c)	High Priority Activities	HTF CA		0.0	42.2	43.1	44.0	44.9	174.2
5101(c)	CMV Operations Grant Program	HTF CA		0.0	1.0	1.0	1.0	1.0	4.0
5101(c)	CDL Program Implementation Program	HTF CA		0.0	31.2	31.8	32.5	33.2	128.7
5103(a)	Administrative Expenses	HTF CA	259.0	267.4	277.2	283.0	284.0	288.0	1,399.6
5105(a)	Extension of Existing MCSAP	HTF CA	218.0	218.0	0.0	0.0	0.0	0.0	218.0
5105(b)	Extension of Existing Grants	HTF CA	95.0	95.0	0.0	0.0	0.0	0.0	95.0
Total FMCSA Contract Authority			572.0	580.4	644.2	657.8	665.8	675.8	3,224.0
TOTAL HIGHWAY TRUST FUND CONTRACT AUTHORITY (GROSS)			50,842.0	53,744.3	55,114.3	56,111.0	57,375.1	58,708.6	281,053.3
TOTAL HIGHWAY TRUST FUND CONTRACT AUTHORITY (NET)			50,842.0	53,744.3	55,114.3	56,111.0	57,375.1	51,139.6	273,484.3
TOTAL OB. LIMITS PLUS EXEMPT OBLIGATIONS			50,842.0	53,744.3	54,915.3	56,111.0	57,375.1	58,708.6	280,854.3
Pipeline and Hazardous Materials Safety Administration									
7101	Hazardous Materials Transportation	GF Auth.	42.8	53.0	55.0	57.0	58.0	60.0	283.0
7101	Emergency Preparedness Fund	EPF Auth.	23.8	23.8	23.8	23.8	23.8	23.8	118.8
7101	HazMat Training Grants	EPF Auth.	4.0	4.0	4.0	4.0	4.0	4.0	20.0
Total PHMSA Authorizations			70.5	80.8	82.8	84.8	85.8	87.8	421.8
Federal Railroad Administration									
11101(a)	Amtrak Grants - Northeast Corridor	GF Auth.		450.0	474.0	515.0	557.0	600.0	2,596.0
11101(g)	Set-Aside: NEC Commission			5.0	5.0	5.0	5.0	5.0	25.0
11101(b)	Amtrak Grants - National Network	GF Auth.		1,000.0	1,026.0	1,085.0	1,143.0	1,200.0	5,454.0
11101(f)	Set-Aside: State-Supported Route Cmte.			2.0	2.0	2.0	2.0	2.0	10.0
<i>Subtotal, Amtrak Grants vs. FY 2015 Appropriation</i>			<i>1,390.0</i>	<i>1,450.0</i>	<i>1,500.0</i>	<i>1,600.0</i>	<i>1,700.0</i>	<i>1,800.0</i>	<i>8,050.0</i>
11102	Consolidated Rail Grants (\$11301)	GF Auth.		98.0	190.0	230.0	255.0	330.0	1,103.0
11103	Good Repair Partnership Grants (\$11302)	GF Auth.		82.0	140.0	175.0	300.0	300.0	997.0
11104	Restoration/Enhancement Grants (\$11303)	GF Auth.		20.0	20.0	20.0	20.0	20.0	100.0
11105	Amtrak Inspector General	GF Auth.		20.0	20.5	21.0	21.5	22.0	105.0
Total FRA Authorizations				1,670.0	1,870.5	2,046.0	2,296.5	2,472.0	10,355.0
National Highway Traffic Safety Administration (Vehicle Safety)									
24101(a)	Vehicle Safety Activities	GF Auth.		132.7	135.5	138.4	141.3	144.2	692.1
24101(b)	Extra VSA Auth. If OIG Recs. Implemented	GF Auth.		46.3	51.5	57.3	63.0	69.8	287.9
Total NHTSA General Fund Authorizations				179.0	187.1	195.7	204.3	214.1	980.1
TOTAL U.S. DEPARTMENT OF TRANSPORTATION FUNDING AUTHORIZATIONS									
Highway Trust Fund Contract Authority (Gross)			50,842.0	53,744.3	55,114.3	56,111.0	57,375.1	58,708.6	281,053.3
Rescission of Highway C.A. on July 1, 2020								-7,569.0	-7,569.0
Highway Trust Fund Contract Authority (Net)			50,842.0	53,744.3	55,114.3	56,111.0	57,375.1	51,139.6	273,484.3
General Fund Authorizations Subject to Appropriation			2,136.8	4,455.8	4,654.4	4,840.5	5,100.6	5,287.9	24,339.1
Emergency Preparedness Fund Authorizations			27.8	27.8	27.8	27.8	27.8	27.8	138.8
TOTAL GROSS FUNDING AUTHORIZATIONS FOR USDOT			53,006.5	58,227.9	59,796.4	60,979.2	62,503.4	64,024.2	305,531.1

Source: Eno Center for Transportation

SUMMARY OF ESTIMATED FY 2016 - FY 2020 APPORTIONMENTS UNDER THE CONFERENCE REPORT FOR H.R. 22 (FAST ACT)
(before post-apportionment set-asides; before penalties; before sequestration)

State	National Highway Performance Program	Surface Transportation Block Grant Program	Surface Transportation Block Grant Set-aside	STBGP set-aside: Recreational Trails Program	Highway Safety Improvement Program ¹	Railway-Highway Crossings Program	CMAQ Program	Metropolitan Planning	National Freight Program	Apportioned Total
Alabama	2,376,361,706	1,097,004,461	78,896,756	8,748,935	236,195,156	24,330,066	59,168,350	15,967,692	121,553,595	4,018,226,717
Alaska	1,503,781,098	718,552,415	26,037,733	7,639,610	158,980,298	5,875,000	142,730,532	11,775,386	80,297,146	2,655,669,218
Arizona	2,147,423,362	988,132,635	78,276,298	9,674,315	221,178,085	14,232,640	269,067,379	30,388,778	116,757,939	3,875,131,431
Arkansas	1,607,942,773	745,575,898	49,066,419	7,469,845	156,208,950	20,071,508	63,867,523	8,922,553	83,012,548	2,742,138,017
California	10,032,529,736	4,680,460,102	348,533,054	28,780,945	1,017,592,522	82,135,958	2,406,968,478	259,831,965	582,360,087	19,439,192,847
Colorado	1,551,723,500	717,263,564	53,082,555	7,958,260	153,203,318	16,901,928	219,373,417	27,465,980	85,169,004	2,832,141,526
Connecticut	1,443,708,482	679,950,379	39,938,814	4,811,080	151,404,555	6,858,117	229,462,021	23,967,260	80,053,845	2,660,154,553
Delaware	496,202,821	229,975,469	14,156,949	4,528,400	48,521,072	5,875,000	60,484,623	9,253,879	26,924,907	895,923,120
Dist. of Col.	470,709,734	219,454,356	12,195,967	4,125,490	45,726,707	5,875,000	52,393,838	9,217,352	25,381,753	845,080,197
Florida	5,941,963,917	2,705,025,195	243,828,684	13,012,660	606,260,363	45,169,660	70,524,881	107,524,898	301,452,866	10,034,763,124
Georgia	3,875,854,455	1,768,517,600	161,444,393	8,700,685	382,921,031	41,978,401	352,419,474	40,348,671	206,462,334	6,838,647,044
Hawaii	500,535,140	231,913,045	13,935,211	4,802,320	48,996,506	5,875,000	53,726,281	9,082,235	26,926,286	895,792,024
Idaho	866,282,379	404,714,029	19,728,220	8,552,800	85,528,204	9,440,855	66,459,820	8,408,240	45,751,097	1,514,865,644
Illinois	4,123,876,556	1,920,627,025	140,251,892	7,626,485	397,169,878	54,903,394	571,015,544	88,612,583	225,960,873	7,530,044,230
Indiana	2,871,811,259	1,320,397,663	109,577,683	6,008,545	275,857,166	38,973,030	244,368,633	27,181,674	152,440,729	5,046,616,382
Iowa	1,526,483,408	708,028,829	46,567,136	6,874,085	139,482,074	27,867,925	58,583,584	10,300,997	78,741,326	2,602,929,364
Kansas	1,169,655,487	529,893,154	46,815,208	6,921,250	96,395,244	31,834,886	49,356,983	10,115,488	60,478,139	2,001,465,839
Kentucky	2,069,399,597	964,860,478	60,095,307	7,121,975	207,763,160	19,107,932	71,052,946	13,155,793	106,478,496	3,519,035,684
Louisiana	2,190,747,622	1,031,006,011	53,818,117	7,588,215	218,848,636	21,326,525	59,367,620	22,326,957	112,213,621	3,717,243,324
Maine	549,831,819	257,810,653	10,167,646	7,213,705	53,693,191	6,582,903	53,406,737	9,566,644	29,398,243	977,671,541
Maryland	1,720,287,778	801,532,358	56,680,701	5,618,100	176,329,080	12,252,028	278,496,367	36,012,403	95,552,765	3,182,761,580
Massachusetts	1,702,044,620	795,871,003	54,408,841	5,933,645	173,661,471	12,915,481	328,935,103	46,682,210	96,251,660	3,216,704,034
Michigan	3,086,113,481	1,410,826,586	121,535,796	14,269,775	298,166,762	40,147,155	383,836,647	53,778,384	167,704,024	5,576,378,610
Minnesota	1,962,199,235	895,343,991	73,853,714	12,080,240	183,424,213	31,686,920	167,142,445	23,745,210	104,162,389	3,453,638,357
Mississippi	1,502,678,157	694,934,335	47,833,049	6,809,620	146,668,877	18,071,378	58,188,668	8,831,084	77,530,046	2,561,545,214
Missouri	2,930,021,224	1,361,232,668	92,464,802	8,316,995	291,937,491	29,282,725	122,254,691	26,993,513	151,454,999	5,013,959,108
Montana	1,255,899,859	596,885,189	22,292,144	8,033,525	127,751,982	9,931,647	77,214,136	9,336,478	65,714,307	2,173,059,267
Nebraska	884,154,786	406,738,554	28,754,988	6,086,935	77,788,335	19,141,020	53,359,463	8,607,293	46,230,825	1,530,862,199
Nevada	1,041,993,321	490,970,097	25,364,784	6,789,750	108,350,519	5,875,000	168,924,348	17,047,817	57,884,877	1,923,200,513
New Hampshire	488,611,388	225,027,009	13,327,163	6,339,720	47,689,319	5,875,000	53,676,922	8,209,724	26,324,334	875,080,579
New Jersey	2,806,132,562	1,319,668,095	85,477,526	6,133,785	288,160,588	19,446,681	539,887,810	64,650,906	158,611,189	5,288,169,142
New Mexico	1,130,385,201	526,604,737	30,524,463	7,149,155	115,497,479	8,426,741	59,194,902	8,358,885	58,816,373	1,944,957,936
New York	4,677,462,506	2,207,697,185	135,421,899	11,022,780	480,086,376	32,650,619	950,148,294	129,690,662	265,994,763	8,890,175,084
North Carolina	3,144,133,283	1,452,032,821	112,020,820	8,067,800	310,584,885	34,099,450	265,823,391	30,207,918	166,840,945	5,523,811,313
North Dakota	753,047,236	354,251,121	16,441,719	5,659,405	62,844,994	19,710,413	54,564,460	8,719,304	39,667,849	1,314,906,501
Ohio	3,928,985,930	1,824,957,754	135,726,256	8,359,255	385,043,377	45,670,089	496,650,436	60,159,150	213,763,215	7,099,315,462
Oklahoma	1,979,115,272	913,387,352	64,578,848	8,935,415	189,178,013	27,795,502	60,969,525	13,427,750	101,609,004	3,358,996,681
Oregon	1,521,199,507	713,261,770	38,737,565	8,050,765	151,414,631	15,352,693	100,622,605	18,798,716	79,823,401	2,647,261,653
Pennsylvania	4,855,148,248	2,289,554,983	131,796,500	9,956,330	497,738,628	34,510,276	542,002,878	67,361,097	261,852,454	8,689,921,394
Rhode Island	658,302,206	312,863,154	12,014,144	4,325,170	66,293,092	5,875,000	54,097,893	9,644,009	34,882,187	1,158,296,855
South Carolina	2,086,003,038	959,077,862	75,208,107	6,056,100	206,278,685	22,412,713	67,942,582	16,357,904	107,214,664	3,546,551,655
South Dakota	854,802,691	399,820,770	21,723,862	5,685,965	81,332,795	12,377,837	63,623,418	9,177,110	45,082,063	1,493,626,511
Tennessee	2,561,993,534	1,185,914,351	86,342,787	8,203,065	255,862,973	25,004,299	192,121,822	24,964,842	135,164,833	4,475,572,506
Texas	10,405,747,969	4,796,861,080	386,229,769	19,974,110	1,045,444,157	95,314,806	853,873,808	127,107,637	551,341,597	18,281,894,933
Utah	1,056,323,551	494,290,615	25,699,346	7,809,260	107,518,924	8,284,541	67,009,421	16,828,893	55,337,562	1,839,102,113
Vermont	602,560,063	285,462,690	11,059,348	5,140,050	60,181,283	5,875,000	61,440,092	10,886,721	32,310,882	1,074,916,129
Virginia	3,045,494,695	1,410,966,389	105,090,102	7,635,805	310,093,080	23,775,236	284,843,416	39,262,078	162,484,018	5,389,644,819
Washington	2,020,299,085	946,763,254	54,926,192	9,431,350	199,880,956	21,597,324	191,656,459	38,026,024	107,873,727	3,590,454,371
West Virginia	1,343,440,590	634,976,638	29,170,897	6,555,375	136,815,682	10,465,627	74,286,181	8,840,081	70,028,323	2,314,579,394
Wisconsin	2,298,754,936	1,050,636,233	86,723,415	10,838,770	221,924,721	30,086,071	142,099,729	23,743,184	120,305,648	3,985,112,707
Wyoming	778,983,972	370,509,324	11,356,411	7,372,380	79,524,025	5,875,000	54,045,958	8,210,346	40,957,220	1,356,834,636
Apportioned Total	116,399,144,775	54,048,082,929	3,799,200,000	420,800,000	11,585,393,509	1,175,000,000	12,022,732,534	1,717,082,358	6,246,586,977	207,414,023,082

¹ Reflects \$3,500,000 takedown for safety-related programs for each fiscal year.

ESTIMATED FTA APPORTIONMENTS/ALLOCATIONS BY STATE PER YEAR

	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20
State	State Total	State Total	State Total	State Total	State Total	State Total
Alabama.....	\$ 52,838,746	\$ 53,895,400	\$ 54,882,913	\$ 55,938,294	\$ 56,975,799	\$ 58,082,843
Alaska.....	\$ 44,509,181	\$ 51,625,429	\$ 52,586,431	\$ 53,606,720	\$ 54,555,033	\$ 55,609,594
American Samoa.....	\$ 825,834	\$ 830,951	\$ 838,295	\$ 846,118	\$ 854,176	\$ 862,408
Arizona.....	\$ 107,526,627	\$ 109,929,569	\$ 112,124,626	\$ 114,481,119	\$ 117,005,463	\$ 119,470,089
Arkansas.....	\$ 30,744,551	\$ 31,650,538	\$ 32,281,902	\$ 32,956,660	\$ 33,585,909	\$ 34,292,591
California.....	\$ 1,253,984,980	\$ 1,317,468,210	\$ 1,343,523,066	\$1,371,406,841	\$1,399,901,100	\$ 1,428,800,364
Colorado.....	\$ 111,531,891	\$ 114,618,713	\$ 116,920,877	\$ 119,391,655	\$ 122,239,166	\$ 124,818,533
Connecticut.....	\$ 157,663,159	\$ 166,747,877	\$ 169,453,629	\$ 172,171,163	\$ 175,543,758	\$ 178,524,502
Delaware.....	\$ 24,593,444	\$ 25,309,286	\$ 25,701,073	\$ 26,092,624	\$ 26,603,153	\$ 27,042,811
District of Columbia.....	\$ 168,198,179	\$ 199,737,485	\$ 203,238,336	\$ 206,883,698	\$ 210,465,763	\$ 214,222,831
Florida.....	\$ 360,848,078	\$ 370,830,314	\$ 378,287,718	\$ 386,278,461	\$ 393,569,020	\$ 401,881,816
Georgia.....	\$ 174,055,051	\$ 183,012,059	\$ 186,581,763	\$ 190,380,254	\$ 194,509,592	\$ 198,474,317
Guam.....	\$ 1,353,130	\$ 1,366,494	\$ 1,385,726	\$ 1,406,210	\$ 1,427,308	\$ 1,448,864
Hawaii.....	\$ 41,053,996	\$ 42,177,804	\$ 43,033,630	\$ 43,960,581	\$ 45,307,477	\$ 46,277,457
Idaho.....	\$ 23,242,376	\$ 24,198,622	\$ 24,647,159	\$ 25,127,247	\$ 25,567,579	\$ 26,069,692
Illinois.....	\$ 537,023,178	\$ 574,434,635	\$ 585,480,846	\$ 597,240,902	\$ 609,101,428	\$ 621,263,354
Indiana.....	\$ 87,621,924	\$ 89,514,098	\$ 91,340,644	\$ 93,302,797	\$ 95,799,196	\$ 97,858,794
Iowa.....	\$ 38,625,980	\$ 39,618,960	\$ 40,423,483	\$ 41,287,628	\$ 42,829,880	\$ 43,747,990
Kansas.....	\$ 34,721,200	\$ 35,647,051	\$ 36,359,895	\$ 37,123,575	\$ 38,031,055	\$ 38,833,884
Kentucky.....	\$ 51,536,663	\$ 52,622,836	\$ 53,664,547	\$ 54,781,805	\$ 55,940,231	\$ 57,109,859
Louisiana.....	\$ 59,629,607	\$ 61,355,354	\$ 62,580,348	\$ 63,890,686	\$ 65,058,832	\$ 66,425,793
Maine.....	\$ 30,348,165	\$ 32,222,947	\$ 32,840,133	\$ 33,500,527	\$ 34,314,921	\$ 35,003,493
Maryland.....	\$ 230,324,429	\$ 240,125,310	\$ 244,171,732	\$ 248,283,480	\$ 252,138,184	\$ 256,597,797
Massachusetts.....	\$ 339,311,761	\$ 359,729,860	\$ 365,677,024	\$ 371,687,458	\$ 377,572,975	\$ 384,082,886
Michigan.....	\$ 131,602,215	\$ 133,673,157	\$ 136,425,114	\$ 139,382,241	\$ 142,597,929	\$ 145,691,410
Minnesota.....	\$ 101,583,605	\$ 106,375,143	\$ 108,481,379	\$ 110,741,154	\$ 113,535,596	\$ 115,897,694
Mississippi.....	\$ 28,244,679	\$ 29,251,670	\$ 29,815,340	\$ 30,417,129	\$ 31,135,281	\$ 31,769,726
Missouri.....	\$ 94,320,943	\$ 97,989,234	\$ 99,942,315	\$ 102,028,634	\$ 104,260,944	\$ 106,439,219
Montana.....	\$ 19,129,871	\$ 20,189,160	\$ 20,547,538	\$ 20,930,711	\$ 21,513,897	\$ 21,920,038
N. Mariana Islands.....	\$ 811,990	\$ 816,885	\$ 823,922	\$ 831,416	\$ 839,135	\$ 847,021
Nebraska.....	\$ 23,591,337	\$ 24,436,766	\$ 24,902,865	\$ 25,401,365	\$ 25,867,517	\$ 26,389,450
Nevada.....	\$ 57,172,866	\$ 58,568,600	\$ 59,745,130	\$ 61,010,636	\$ 62,094,164	\$ 63,408,583
New Hampshire.....	\$ 15,671,744	\$ 16,348,701	\$ 16,655,446	\$ 16,984,448	\$ 17,279,946	\$ 17,623,298
New Jersey.....	\$ 573,263,437	\$ 600,206,411	\$ 610,554,099	\$ 621,157,490	\$ 630,788,783	\$ 642,180,359
New Mexico.....	\$ 43,810,139	\$ 45,479,144	\$ 46,375,940	\$ 47,339,618	\$ 48,338,006	\$ 49,341,315
New York.....	\$ 1,342,157,884	\$ 1,444,263,279	\$ 1,470,596,038	\$1,498,180,729	\$1,523,909,156	\$ 1,552,716,390
North Carolina.....	\$ 114,759,873	\$ 116,782,034	\$ 119,136,874	\$ 121,659,719	\$ 124,046,200	\$ 126,683,975
North Dakota.....	\$ 13,689,174	\$ 14,500,492	\$ 14,754,249	\$ 15,025,978	\$ 15,536,147	\$ 15,826,002
Ohio.....	\$ 174,852,836	\$ 179,927,728	\$ 183,526,137	\$ 187,376,240	\$ 190,956,911	\$ 194,964,166
Oklahoma.....	\$ 47,171,865	\$ 49,690,521	\$ 50,502,207	\$ 51,368,977	\$ 52,170,951	\$ 53,079,553
Oregon.....	\$ 93,960,863	\$ 98,155,574	\$ 100,089,189	\$ 102,160,155	\$ 104,230,003	\$ 106,381,040
Pennsylvania.....	\$ 387,365,825	\$ 413,084,498	\$ 420,935,822	\$ 429,280,566	\$ 438,670,071	\$ 447,340,760
Puerto Rico.....	\$ 67,260,623	\$ 68,960,340	\$ 70,403,091	\$ 71,970,086	\$ 74,078,304	\$ 75,705,729
Rhode Island.....	\$ 36,370,777	\$ 37,669,483	\$ 38,224,248	\$ 38,764,678	\$ 39,263,151	\$ 39,875,752
South Carolina.....	\$ 46,830,050	\$ 47,871,638	\$ 48,819,578	\$ 49,830,587	\$ 50,819,486	\$ 51,881,824
South Dakota.....	\$ 15,500,616	\$ 16,615,357	\$ 16,877,303	\$ 17,157,454	\$ 17,499,311	\$ 17,794,271
Tennessee.....	\$ 85,414,174	\$ 87,455,463	\$ 89,210,411	\$ 91,091,850	\$ 92,833,519	\$ 94,795,606
Texas.....	\$ 415,592,412	\$ 418,547,079	\$ 427,069,295	\$ 436,204,251	\$ 444,293,604	\$ 453,806,215
Utah.....	\$ 70,692,671	\$ 72,409,921	\$ 73,855,775	\$ 75,411,205	\$ 76,951,916	\$ 78,567,470
Vermont.....	\$ 8,370,585	\$ 8,993,579	\$ 9,149,649	\$ 9,316,920	\$ 9,830,307	\$ 10,013,037
Virgin Islands.....	\$ 1,843,783	\$ 1,858,440	\$ 1,887,738	\$ 1,919,754	\$ 1,946,186	\$ 1,979,038
Virginia.....	\$ 161,234,228	\$ 164,111,816	\$ 167,491,647	\$ 171,144,995	\$ 175,630,030	\$ 179,443,568
Washington.....	\$ 231,768,948	\$ 244,940,420	\$ 249,771,733	\$ 254,951,297	\$ 261,144,863	\$ 266,532,075
West Virginia.....	\$ 24,824,408	\$ 25,763,816	\$ 26,230,110	\$ 26,729,734	\$ 27,796,756	\$ 28,331,742
Wisconsin.....	\$ 80,216,787	\$ 82,142,223	\$ 83,785,699	\$ 85,552,786	\$ 88,028,303	\$ 89,887,719
Wyoming.....	\$ 10,937,600	\$ 11,597,917	\$ 11,808,489	\$ 12,033,228	\$ 12,253,695	\$ 12,489,441
Source: Federal Transit Administration courtesy of Fno Center for Transportation						

Preliminary Estimate of Bay Area Formula Funding from FAST Act, H.R. 22

(Dollars in millions)

Item 4a
Attachment 3

Highway Formula Funding

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
STP	\$ 71	\$ 85	\$ 89	\$ 93	\$ 96	\$ 100
CMAQ	\$ 72	\$ 71	\$ 73	\$ 74	\$ 76	\$ 77
Subtotal STP/CMAQ	\$ 143	\$ 156	\$ 162	\$ 167	\$ 177	\$ 179
TAP	\$ 5	\$ 6	\$ 6	\$ 6	\$ 6	\$ 6
Grand Total	\$ 148	\$ 162	\$ 168	\$ 173	\$ 183	\$ 185
Change from FY 2015	--	\$ 14	\$ 20	\$ 25	\$ 35	\$ 37

5-Year Total	Increase over OBAG (5 Year)
FY 2016-2020	
\$ 463	\$ 39
\$ 371	\$ 30
\$ 834	\$ 69
\$ 30	--
\$ 864	--
\$ 130	

Transit Formula Funding

	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Urbanized Area 5307 (inc. 5340)	\$ 208	\$ 212	\$ 216	\$ 221	\$ 225	\$ 230
State of Good Repair (5337)	\$ 171	\$ 198	\$ 202	\$ 205	\$ 209	\$ 212
Bus Formula (5339)	\$ 13	\$ 12	\$ 12	\$ 13	\$ 13	\$ 13
Subtotal Transit Capital Program Funds	\$ 393	\$ 423	\$ 431	\$ 439	\$ 447	\$ 456
Seniors & Disabled (large UAs)	\$ 4	\$ 4	\$ 4	\$ 5	\$ 5	\$ 5
Non-Urbanized Area (inc. 5340)	\$ 2	\$ 2	\$ 2	\$ 2	\$ 2	\$ 2
Total	\$ 399	\$ 429	\$ 437	\$ 445	\$ 454	\$ 462
Change from FY 2015	--	\$ 30	\$ 38	\$ 46	\$ 55	\$ 64

5-Year Total	Increase over Transit Capital Program (3 Year)
FY 2016-2020	
1,105	\$ 10
1,027	\$ 80
64	\$ 3
2,588	87
23	--
8	--
2,620	--
\$ 233	

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Memorandum

9.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 21, 2016

SUBJECT: Alameda CTC Programs and Capital Projects Update

RECOMMENDATION: Receive an update on the Alameda CTC's Measure B, Measure BB and Vehicle Registration Fee Programs and the Capital Projects Program.

Summary

In 1986, Alameda County voters approved the Measure B half-cent transportation sales tax, which was later reauthorized in November 2000. Alameda CTC allocates approximately 60 percent of the net sales tax revenues to essential programs and services in Alameda County. The remaining balance, approximately 40 percent, of the net sales tax revenues are earmarked for specific capital projects as set forth in the 2000 Measure B Transportation Expenditure Plan.

In November 2010, voters approved the Measure F Vehicle Registration Fee (VRF) Program, authorizing the collection of an annual \$10 per vehicle registration fee for investment in transportation.

On November 4, 2014, Alameda County voters approved the 2014 Transportation Expenditure Plan (2014 TEP), Measure BB, authorizing the extension of the existing transportation sales tax and augmenting it by one-half percent to fund projects and programs. As defined in the 2014 TEP, approximately 65 percent of net sales tax revenues are designated to programs and 35 percent is identified for capital investments.

Alameda CTC provides the Commission with an update on the status of the Measure B/BB/VRF programs, the capital projects being implemented by Alameda CTC, and on projects that are being funded with Measure B Capital funds.

Measure B/ Measure BB / VRF Programs Summary

Alameda CTC is responsible for administering the Measure B, Measure BB and the VRF Programs. There are two types of program distributions: 1) monthly formula allocations to twenty eligible local jurisdictions and transit agencies referred to as Direct Local Distributions (DLDs) funds, and 2) payments made on a reimbursement basis after work is performed i.e. discretionary grants.

DLD fund recipients use their allocations to implement locally prioritized transportation improvements among their respective local streets and roads (local transportation), bicycle/pedestrian, mass transit, and paratransit programs.

In fiscal year 2014-2015 (FY2014-15), DLD fund recipients received approximately \$90.4 million in distributions - \$69.5 million in Measure B, \$13.5 million in Measure BB, and \$7.4 million in VRF distributions. This is summarized by program in Table 1 below.

Table 1: Direct Local Distributions (FY2014-15)
(dollars in millions)

DLD Programs	Measure B	Measure BB¹	VRF	Total Funds
<i>Local Streets and Roads (Local Transportation for Measure B/BB)</i>	\$27.6	\$5.0	\$7.4	\$40.0
Mass Transit	\$26.2	\$5.4		\$31.6
Special Transportation for Senior and People with Disabilities (<i>Paratransit</i>)	\$11.1	\$2.3		\$13.4
Bicycle and Pedestrian Safety	\$4.6	\$0.8		\$5.4
TOTAL	\$69.5	\$13.5	\$7.4	\$90.4

1. Measure BB Distributions started April 1, 2015

Alameda CTC also sets aside a portion of Measure B/Measure BB/VRF funds, as defined by the expenditure plans, for discretionary programs.

Capital Projects Program

The Alameda CTC capital projects program includes all capital projects that are funded by 1986 Measure B, 2000 Measure B, 2014 Measure BB and the Proposition 1B (Prop 1B) "I-Bond" Programs. This update discusses the overall status of each of these projects and the major milestones achieved since the previous update provided to the Commission in October 2014.

In Summary

The Alameda CTC's capital projects program is listed in Attachment C. Since our last update, five projects with a total value of \$744.6 million have been completed and opened to the public. These significant transportation investments are:

1. BART Oakland Airport Connector Project (2000 MB, I-Bond)
2. I-880 Southbound HOV Lane Project – North and South Segments (I-Bond)
3. I-880/Mission Blvd (Route 262) Interchange Completion (Phase 1B) (1986 MB)
4. East Bay Greenway
5. Webster Street Smart Corridor

Alameda CTC currently provides project management and project management oversight to further 56 active capital projects in various stages of delivery. These have a current total project value of approximately \$3 billion. Of these, 15 projects are currently under construction and have a combined value of approximately \$2 billion. The

remaining 41 projects are at various phases of development ranging from scoping studies through to final design and right of way acquisition.

In addition to this, Alameda CTC is in the process of identifying and initiating a number of projects defined in the 2014 TEP and intends to present a Measure BB Capital Projects Delivery Plan to the Commission in March 2016.

The following update provides an overview, current status and highlights of the Alameda CTC capital projects program summarized in the following three groups:

- I. 1986 Measure B Projects
- II. 2000 Measure B Projects
- III. Proposition 1B "I-Bond" and Other Projects
- IV. 2014 Measure BB Projects

For each of these, project descriptions are provided for significant projects which are currently active. More information, including the schedule for each project, is available on the Projects page of the Alameda CTC website.

Background

Measure B Direct Local Distribution Program

Since the start of 2000 Measure B half-cent sales tax collections from April 1, 2002 through June 30, 2014, Alameda CTC has distributed approximately \$775.6 million in Measure B Direct Local Distribution (DLD) funds to twenty local jurisdictions and transit agencies for transportation purposes.

For FY2014-15, Measure B sales tax revenues generated approximately \$123.4 million in net sales tax revenues. Of this amount, local jurisdictions received approximately \$69.5 million in DLD funds to support their bicycle/pedestrian, local transportation, mass transit, and paratransit programs.

Measure B is a flexible funding source that allows Alameda CTC and local jurisdictions to address a variety of Alameda County's transportation needs. As an example, recipients may use their DLD local transportation funds to implement traditional local street and roads improvements such as pavement maintenance and rehabilitation, but they may also use it for bicycle/pedestrian enhancements, and transit operations. Additionally, there are also examples of the Alameda CTC assisting in project delivery using Measure B DLD funds or program grant funds. These include implementing programs such as the countywide Safe Routes to School Program. There may be additional projects or programs with regional benefits that are prioritized in the future that the Alameda CTC may want to implement through Measure B programs.

Since the implementation of revised timely use of funds and reserve policies in 2012, The Measure B DLD fund balance across the recipients has decreased by approximately 20

percent. As of the end of FY 2013-14, the Measure B fund balance is \$43.5 million. Alameda CTC will continue to implement the reserve policies through the annual Program Compliance Reporting process. Compliance Reports for the reporting fiscal year 2014-15 are due at the end of December 2015. Alameda CTC will provide a status update on the fund balances in the spring 2016.

Vehicle Registration Fee Direct Local Distribution Program

Since the start of Vehicle Registration Fee (VRF) collections on May 1, 2011 through December 31, 2013, Alameda CTC has distributed approximately \$29.0 million in VRF DLD funds to fifteen local jurisdictions for local road and repair improvements. These funds are eligible exclusively for locally prioritized street and road improvements that have a relationship or benefit to the owner of motor vehicles paying the vehicle registration fee.

For FY2014-15, VRF receipts generated approximately \$12.3 million in net revenues. Of this amount, local jurisdictions received approximately \$7.4 million in DLD funds to improve and maintain their local roadways. As of the end of FY 2013-14, the VRF DLD fund balance is \$9.1 million, a \$200,000 decline from the prior year. It is anticipated to decline even more as recipients integrate VRF funds more readily into their programs. Additionally, the Alameda CTC is administering the Local Transportation Technology portion of the VRF program as a direct local distribution program. These funds represent 10 percent of VRF net revenues (approximately \$1 million annually) and are directed to Alameda CTC transportation management technology projects such as the "Smart Corridors Program" operated by the Alameda CTC.

Measure BB Direct Local Distribution Program

Since the start of 2014 Measure BB half-cent sales tax collections from April 1, 2015 through June 30, 2015, Alameda CTC has distributed approximately \$13.5 million in Measure BB Direct Local Distribution (DLD) funds to twenty local jurisdictions and transit agencies for transportation purposes.

For FY2014-15, Measure B sales tax revenues generated approximately \$25.0 million in net sales tax revenues. Of this amount, local jurisdictions received approximately \$13.5 million in DLD funds to support their bicycle/pedestrian, local transportation, mass transit, and paratransit programs.

The introduction of Measure BB DLD funds provides recipients with a significant increase in funding for locally prioritized transportation improvements. Alameda CTC will be conducting performance monitoring of the DLD funding programs to assess the use of funds and derived benefits to the countywide transportation system.

Measure B Grant Programs

Alameda CTC distributes discretionary Measure B funds through four grant programs:

- 1) Bicycle and Pedestrian Countywide Discretionary Fund Program
- 2) Express Bus Program

- 3) Paratransit Gap Program
- 4) Transit Center Development Program

These grant funds are available to local agencies, transit agencies and nonprofit organizations for transportation improvements through a competitive process. Alameda CTC goes through an extensive evaluation process to award discretionary funding which includes an interdisciplinary evaluation team and community advisory committees input.

In FY2014-15, the Alameda CTC reimbursed project sponsors approximately \$2.2 million in Measure B grant funding. The four competitive grant programs are described below with active grants listed on Attachment A.

Bicycle and Pedestrian Countywide Discretionary Fund (CDF) Program

Through the Bicycle and Pedestrian CDF Grant Program, Alameda CTC provides funding to bicycle and pedestrian transportation projects which encourage and increase accessibility, safety, and mobility for bicyclists and pedestrians throughout the County.

Since the start of the program, Alameda CTC has allocated approximately \$13.0 million to 53 bicycle and pedestrian projects. Currently, there are thirteen active bicycle/pedestrian projects funded through this grant program.

In FY2014-15, the Alameda CTC reimbursed approximately \$246,000 to project sponsors.

Express Bus Service Program

The Express Bus Service program is designed to improve rapid bus service throughout the County. Projects funded under this competitive grant program include transportation facilities improvements, operations, and transit center/connectivity expansion.

Since the start of the program, Alameda CTC has allocated approximately \$9.6 million to 10 express bus service projects. Currently, there are two active projects funded under this program.

In FY2014-15, the Alameda CTC reimbursed approximately \$1.0 million to project sponsors.

Paratransit Gap Program

The Paratransit Gap Grant program provides funding to local jurisdictions, transit agencies, and non-profit groups to improve transportation mobility and access to seniors and people with disabilities. The program funds a variety of projects from shuttle operations, same day/taxi service, transportation/outreach service

(including special transportation service for individuals with dementia), volunteer driver services, travel escorts, and travel training. The Alameda CTC Paratransit Advisory and Planning Committee (PAPCO) makes recommendations to the Commission on the Paratransit Gap grant funding.

Since the start of the program, Alameda CTC has allocated approximately \$15.5 million to 65 projects and programs for seniors and people with disabilities. Currently, there are fourteen active Paratransit Gap projects.

In FY2014-15, Alameda CTC reimbursed \$905,000 to project sponsors.

Transit Center Development Grant Program

The Transit Center Development (TCD) grant program focuses on development of mixed-use residential or commercial areas designed to maximize access to public transportation. These projects are also referred to as Transit Oriented Development Projects (TOD) or Priority Development Areas (PDA). These funds are available to support development efforts near transit centers.

Since the start of the program, Alameda CTC allocated approximately \$2.1 million to TCD projects throughout Alameda County. Currently, TCD funds are programmed to the Sustainable Communities Technical Assistance Program (SCTAP). This program is a technical assistance program for Alameda County jurisdictions that require support in the planning and implementation for Priority Development Area (PDA), complete streets policy implementation, bicycle and pedestrian planning, and engineering technical support.

In FY2014-15, Alameda CTC expended \$208,000 for the SCTAP activities.

VRF Grant Programs

Alameda CTC distributes VRF funds through two grant programs:

- 1) Pedestrian and Bicyclist Access and Safety Program
- 2) Transit for Congestion Relief Program

These grant funds are available through a competitive process to local jurisdictions and transit agencies for transportation improvements. Alameda CTC goes through a comprehensive evaluation process to award discretionary funding.

In May 2013, the first cycle of grant funding for these programs were allocated as part of the Coordinated Funding Program. The VRF funding allocation included \$1.5 million to two Bicycle/Pedestrian Program projects and \$10.0 million to four Transit Program projects. Active VRF grants are listed on Attachment B.

In FY2014-15, Alameda CTC has reimbursed approximately \$774,000 to project sponsors.

Measure BB Programs

Alameda CTC distributes Measure BB funds through seven programs:

- | | |
|---|---|
| 1) Innovative Grant Program | 5) Community Development Investments |
| 2) Coordination and Service (Paratransit) | 6) Technology, Innovation and Development Program |
| 3) Bicycle/Pedestrian | 7) Affordable Student Transit Pass Program |
| 4) Freight and Economic Development | |

Currently, Alameda CTC is developing program guidelines and the guiding framework to strategically allocate these funds to local and countywide improvements. These programs will support transportation improvements including capital projects, planning studies, transit operations, and outreach and coordination efforts. Programming and allocations for these funds will be made through upcoming updates of the Alameda CTC's Comprehensive Investment Plan.

Capital Projects

Alameda CTC's mission is to plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. For three decades the Commission has worked to fund and oversee numerous transportation capital projects. These projects improve highway corridors, provide accessible public transit for all, maintain and improve local streets and roads, and ensure safe travel for pedestrians and bicyclists. The Alameda CTC is currently managing numerous active capital projects in various stages of delivery with a combined total value of \$3 billion. The Alameda CTC's capital projects program is detailed in Attachment C. The list of projects includes 56 active capital projects funded with a combination of federal, state, regional and local fund sources.

As capital allocations to projects in the 1986 and 2000 Measure B programs reduce, Alameda CTC is ramping up to deliver a new program of projects through Measure BB. The table in Attachment C provides a summary of current project status information including the current project phase, schedule, and funding. In Summary:

- Most capital projects in the 1986 Measure B program have been completed. Four projects are still active and have remaining, unexpended commitments of 1986 Measure B funding.
- Of the committed \$786.5 million for 2000 Measure B capital projects, \$764.9 million has been allocated, delivering 97 percent of the program in just thirteen years.
- Measure B funding programmed for emerging projects was successfully utilized to secure \$447 million in Prop 1B Bond funds towards the delivery of \$1.14 billion in highway projects collectively termed as the I-Bond Highway Program. All of the Alameda CTC I-Bond projects are in construction or complete.

- On November 6, 2014 Alameda County voters approved the reauthorization and augmentation of the local funding stream ensuring continued vital investments in transportation programs and capital improvements. The sales tax authorized by Measure BB is guided by the 2014 TEP and will remain in effect for a total of 30 years. It will generate an estimated \$8 billion to fund essential transportation investments throughout Alameda County. Approximately 35 percent is identified for capital projects. Sales tax collection began on April 1, 2015 at a rate of 0.5 percent and that will extend through March 31, 2022; a rate of 1.0 percent will commence from April 1, 2022 through March 31, 2045 to fund projects and programs in the 2014 TEP.

The following is the description by phase of the list of active projects in the Alameda CTC Capital Project Program;

- Fifteen projects are in the Construction Phase with total funding of \$2 billion, three of which are in System Integration;
- Nine projects are currently in the Design and/or Right of Way phases with total funding estimated at \$362 million;
- Six projects are in the Preliminary Engineering/Environmental Studies phase with more than \$277 million in funding;
- Twenty six projects are in the Scoping phase funded with \$258 million, two (2) of which are Planning projects and four (4) grouped projects which have received Measure BB scoping allocations

The following provides descriptions of our key project investments. Additional project-specific, information is available in the Project Fact Sheets which are updated regularly and available on the Alameda CTC website.

I. 1986 Measure B (ACTA) Capital Projects Program

The 1986 Measure B program of capital projects included a mix of freeway, rail, and local roadway improvements throughout Alameda County. Collection of the sales tax for the 1986 Measure B ended on March 31, 2002 (the day before collection for the 2000 Measure B began). To date, there have been two amendments to the 1986 Measure B Expenditure Plan. Amendment No. 1 to the 1986 Expenditure Plan, approved in December of 2005, deleted the Hayward Bypass Project and added four replacement projects. Amendment No. 2, approved in June 2006, deleted the Route 84 Historic Parkway Project, identified the three Mission Boulevard Spot Improvements projects and added the I-880 to Mission Boulevard East-West Connector Project to replace the Historic Parkway Project.

Significant Project Achievements

- Widened the Nimitz Freeway to eight and ten lanes, added auxiliary lanes and upgraded interchanges;
- Built Airport Roadway from Harbor Bay/Maitland to Airport Drive adding alternative access to Oakland International Airport;
- Constructed local road improvements in San Leandro and Hayward;
- Added freeway to freeway connections at the Route 13/24 Interchange;
- Modified and upgraded the I-580/680 Interchange;
- Realigned Route 84 and diverted cut through traffic out of downtown Livermore to the current Route 84 corridor; and
- Extended BART from Bay Fair to Dublin/Pleasanton

Current Status:

Most capital projects in the 1986 Measure B have been completed. Three projects are still active and one project is in closeout, with remaining, unexpended funding commitments from the 1986 Measure B:

Projects in project development phase:

1. **I-880 to Mission Boulevard East-West Connector Project (Project No. 1177.000):** Alameda CTC is implementing this project in cooperation with the cities of Union City and Fremont. The project will construct an improved east-west connection between I-880 and Route 238 (Mission Boulevard) and is a combination of new roadways, improvements to existing roadways and improvements to intersections along Decoto Road, Fremont Boulevard, Paseo Padre Parkway, Alvarado-Niles Road and Route 238 (Mission Boulevard). The overall project cost estimate is currently \$230 million. Available funding for this project is approximately \$110 million, which includes \$88 million of 1986 Measure B funds. The project qualifies for 2014 Measure BB funds and additional funding is anticipated from proceeds from the sale of state-owned ROW associated with the State Route 84 Historic Parkway via the Local Alternative Transportation Improvement Program. The projects team has restarted the design phase and is working towards completion of design, utilities, and right-of-way phases and identify a viable funding plan to construct the project.
2. **Central Alameda County Freeway System Operational Analysis (1180.000):** The freeway operational analysis study was completed in late 2007 and a prioritized Local Alternative Transportation Improvement Program (LATIP) was approved by

the California Transportation Commission in May 2010. The remaining 1986 Measure B funding is currently being used to complete three countywide planning studies, the Countywide Transit Plan, Countywide Goods Movement Plan and the Countywide Arterial Mobility Corridor Plan.

3. **Castro Valley Local Area Traffic Circulation Improvement Project (Project No. 1181.000):** The project is designed to provide local improvements to help alleviate traffic congestion and reduce regional bypass and cut through traffic on numerous arterial, collector and local roads in the Baywood area of unincorporated Alameda County. The scoping phase was completed and certain project components have secured funding. The design phase and associated project management activities are underway.

Projects in closeout phase:

4. **I-880/Mission Boulevard (Route 262) Interchange Completion Project (Project No. 1174.000):** This project included widening I-880 through the interchange area to provide for the extension of HOV lanes and included the replacement of the Mission Boulevard (Route 262) and Warren Avenue interchange structures. Widening of Mission Boulevard from the interchange to Warm Springs Boulevard required replacement of the Kato Road overcrossing, including on and off ramps to and from Mission Boulevard, along with the railroad structures over Mission Boulevard and associated track work. Phase 2 of the project was integrated into the larger Mission Boulevard – Warren Avenue Grade Separation – Truck Rail Transfer project implemented by the Santa Clara Valley Transportation Authority. Construction of Phase 2 was completed in spring 2015 and project close-out activities are underway.

II. 2000 Measure B (ACTIA) Capital Projects Program

The 2000 Measure B (ACTIA) program of capital projects includes 27 original projects of various magnitude and complexity that incorporate all travel modes throughout Alameda County. The projects in the 2000 Measure B provide for mass transit expansion, improvements to highway infrastructure, local streets and roads, and bicycle and pedestrian safety improvements. The 2000 Measure B has accomplished significant transportation improvements in Alameda County. Of the committed \$786.5 million for 2000 Measure B capital projects, \$764.9 million has been allocated, delivering 97 percent of the program in just thirteen years.

Significant Project Achievements:

- Implemented the first Rapid Bus Service and Bus Rapid Transit in the East Bay;
- Widened I-238 to six lanes;
- Widened southbound I-680 and implemented the first Bay Area Express Lane;

- Built the new Isabel Ave Interchange and added carpool lanes along I-580;
- Widened Route 84 to expressway standards;
- Provided for local street and road improvements in Oakland, Newark, San Leandro and Hayward;
- Extending BART to Warm Springs to connect to San Jose;
- Constructed the Oakland Airport Connector between BART and Oakland International Airport;
- Converted carpool lanes to express lanes along I-580; and
- Implemented major innovative traffic relief technology on 22 miles of I-80.

Current Status:

The current project construction schedules and total project funding amounts for the active capital projects included in this update are shown in Attachment C.

Projects in the project development phase:

1. **Iron Horse Transit Route (Project No. 1195.000):** The City of Dublin is the project sponsor for this project, which proposes to widen Dougherty Road, from four to six lanes to accommodate buses, from the northern boundary of the City of Dublin to the vicinity of Scarlett Drive. In addition, the city intends to include Class II bike lanes within the limits of the project to accommodate bicyclists. The project is in the design and ROW phases, with construction scheduled to begin in summer 2016.
2. **Oakland-Alameda Freeway Access Project (formerly I-880 Broadway – Jackson Interchange Improvements Project - Project No. 1196.000):** This project includes development work to identify improvements between I-880, I-980 and local streets in Oakland, including access to and from the Posey/Webster Tubes which connect Oakland and the City of Alameda. The improvements are intended to enhance or replace access to and from the freeways in the area of the existing Broadway and Jackson Street interchanges. Alameda CTC is the project sponsor for this project and has initiated the preliminary engineering and environmental phase of the project. Alameda CTC is currently managing the related project development activities in conjunction with the Downtown Circulation Study.
3. **East 14th St./Hesperian Blvd./150th St. Intersection Improvements (Project No. 1205.000):** This project involves constructing improvements in the area of East 14th Street, Hesperian Boulevard, and 150th Avenue in San Leandro. The road will be widened, the medians replaced and the striping reconfigured to accommodate construction of a second left turn lane for southbound East 14th Street at 150th Ave and a second left turn lane for northbound Hesperian Boulevard at East 14th Street.

Traffic signals and pedestrian ramps at all three intersections will be upgraded to comply with current Americans with Disabilities Act regulations. The City of San Leandro is the project sponsor for this project and Alameda CTC is providing project management oversight resources. The project is in the design and ROW phases. Funding alternatives for the construction phase are currently being identified.

4. **Dumbarton Corridor Improvements (Project No.1211.000):** The Dumbarton Rail Corridor element of this project planned to extend rail service from San Mateo County to the Union City Intermodal Station. Due to a significant funding shortfall the project partners have placed the project on hold and reallocated regional and local funding to address current transportation needs in the corridor. MTC has reallocated the remaining RM2 funds that were programmed to the project. Interim bus operations are in place to enhance ridership on the Dumbarton Bridge. The Alameda CTC Commission has reallocated the remaining \$15.8 million in 2000 Measure B capital funding to the City of Newark for project development of a railroad overpass project within the corridor known as the Central Avenue Overpass Project (625.1). The Central Avenue Overpass Project is currently in the environmental phase. Construction is expected to commence in 2017.
5. **I-680 Sunol Express Lane – Northbound (Project No. 1369.000):** Alameda CTC is the sponsor for this project which will construct a HOV/Express Lane on northbound I-680 from the SR 237 interchange in Santa Clara County to north of the SR 84 interchange in Alameda County. The full project gained environmental approval in July 2015 and would widen approximately 15 miles of the freeway to accommodate the HOV/Express Lane together with several auxiliary lanes connecting on-ramps and off-ramps. Alameda CTC has approved a funding strategy to deliver an initial construction phase (Phase 1), inside the available parameters, to provide operational benefits and expedite congestion relief in the corridor. Phase 1 of the project will add a new HOV/Express Lane between Auto Mall Parkway and SR 84. Final Design of the Phase 1 modified civil design package is currently underway. The consultant procurement selection process for System Design and Integration has been initiated and is anticipated to be completed in early 2016.

Projects in the construction phase:

6. **BART Warm Springs Extension (Project No. 1188.000):** BART is the project sponsor of the project, which is constructing a 5.4 mile extension of the existing Fremont line to a new Warm Springs Station. The alignment is consistent with plans for extending BART to San Jose and is being performed under two separate contracts: the Stage 1, Central Park Subway (Subway) Contract and the Stage 2, Line Track Stations and Systems (LTSS) Contract. Construction on Stage 1 is complete. Stage 2 is nearing completion with revenue service expected to begin mid-2016, following a period of

rigorous testing by BART and acceptance of the system by the California Public Utilities Commission.

7. **Downtown Oakland Streetscape Improvement (Project No. 1190.000):** The City of Oakland is the project sponsor for this project, which will provide streetscape improvements along Broadway, Latham Square - Inner Telegraph Avenue and Washington Street in downtown Oakland and will replace existing sidewalks, add traffic calming bulb-outs, replace curb and gutter at locations and add pedestrian amenities. The reconfiguration of Latham Square will add new plaza space and improve pedestrian safety and movement through the square. Construction activities are underway and the project is expected to be complete in summer 2016.
8. **Telegraph Avenue Corridor Bus Rapid Transit (Project No. 1193.001):** This project will construct a dedicated Rapid Bus lane through the cities of Oakland and San Leandro. The project corridor extends from 20th Street (Uptown) Station in downtown Oakland; along International Boulevard and E. 14th Street to the San Leandro BART Station. Improvements include rail-like bus stations, dedicated bus lanes, new traffic signals and signal priority, street lighting, landscaped medians, cross walk improvements and purchasing of buses. AC Transit is the project sponsor, and the project is in the construction phase and will be constructed as three bid packages. AC Transit intends to award the contract for major construction in early 2016.
9. **Route 92 / Clawiter-Whitesell Interchange and Reliever Route (Project No. 1201.000):** This project involves improving access to and from Route 92 in the area of the existing Route 92/Clawiter Road Interchange to provide congestion relief to I-880 and several major arterials, such as Winton Avenue, Clawiter Road, and Depot Road. The City of Hayward is the project sponsor and recently awarded the construction contract. Construction activities for the first phase began in spring 2015 and will continue through fall 2016.
10. **The Westgate Parkway Extension (Project No. 1204.001):** The first phase of this project was complete in 2006. The remaining second phase is being coordinated with the larger project to reconstruct the I-880/Davis Street interchange as part the I-880 Southbound HOV Lane which is substantially complete and open to traffic. The Alameda CTC is providing construction management oversight in coordination with Caltrans; final punchlist items and clean-up will continue through the end of the year.
11. **Route 84 Expressway – South Segment (Project No. 1210.002):** This project involves widening a 2.4 mile section of State Route (SR) 84 (Isabel Avenue) from Ruby Hill Drive to Concannon Boulevard from two lanes to four lanes. The City of Livermore is the project sponsor for this project, being implemented by Alameda CTC. Bids were opened in June 2015 and Caltrans awarded the project in September 2015. Major

construction activities will begin in early 2016 following winter work suspension. Alameda CTC is responsible for construction management oversight in coordination with Caltrans.

12. **Altamont Commuter Express Rail (Project No. 1187.000):** Altamont Commuter Express is the project sponsor; locomotive overhaul and maintenance facility improvements are underway.

Projects in the closeout phase:

13. **BART Oakland Airport Connector (Project No. 1189.000):** BART is the sponsor agency for the project which constructed a 3.2 mile Automated Guideway Transit (AGT) system to connect the BART Coliseum Station to the Oakland International Airport. The AGT alignment runs mainly in the Hegenberger Road median and along Airport Drive to the terminus at the new airport terminal. It was open to the public in November 2014. All financial commitments to the project have been met. Administrative closeout activities will complete by the end of 2015.
14. **Route 84 Expressway –North Segment (Project No. 1210.000):** The project widened a 1.6 mile section of State Route (SR) 84 (Isabel Avenue) from north of Concannon Boulevard to Jack London Boulevard from two lanes to four lanes and from four lanes to six lanes. The City of Livermore is the project sponsor, which is implemented by Alameda CTC. Construction was completed and open-to-traffic in June 2014. The one year plant establishment period completed summer 2015, project closeout activities continue.

III. Proposition 1B “I-Bond” and Other Projects

In 2006, in response to the substantial demand for funding to improve the Bay Area's highway system and aging infrastructure, the Alameda CTC embarked on an aggressive endeavor to attract funding from Prop 1B Program for vital highway projects throughout Alameda County. Seven Alameda County candidate projects were selected by the CTC for funding under the Prop 1B program. Alameda CTC has successfully secured a total of \$447 million in Prop 1B Bond funding towards the delivery of a \$1.4 billion highway program.

The Alameda CTC took the lead in securing Proposition 1B funding, project development, right of way, and delivered these projects. To minimize exposure to financial risk during the construction phase, Alameda CTC has implemented an engaged construction oversight program in cooperation with Caltrans. The goal of the construction oversight program is to partner with Caltrans to meet the cost and schedule parameters of the projects. The status of the I-Bond projects and miscellaneous improvement projects funded with other fund sources are as follows:

Significant Project Achievements:

- 100 percent of Prop 1B bond funding committed to Alameda CTC projects has been allocated;
- Constructed the new Isabel Ave – Route 84/I-580 Interchange;
- Added carpool lanes along I-580 in both the eastbound and westbound directions and currently converting to a new express lane facility;
- Widened Route 84 to four and six lanes between Jack London and Concannon Boulevards;
- Constructed carpool lanes in the southbound direction along I-880 from Hegenberger Road to Marina Boulevard and reconstructed the Davis St. and Marina Blvd. interchange/overcrossings; and
- Implemented improvements at Marina Blvd. to facilitate increased demand generated by the new Kaiser Hospital development which opened in spring 2014.

Current Status:

All of the Alameda CTC I-Bond projects are in construction or complete. In October 2015, the I-880 Southbound HOV lane from Hegenberger Road to Marina Boulevard in San Leandro, was opened to the public. Construction of the \$345 million improvements program through the I-580 corridor is nearing completion. System integration of the express lanes tolling system is underway and the facility is expected to open to the public in early 2016. The complete status of each active I-Bond project is detailed below.

I-Bond Projects in the construction phase:

1. **I-880 North Safety and Operational Improvements at 23rd - 29th Project: (Project No. 1367.000):** This project will provide operational and safety improvements on I-880 at the existing overcrossings of 23rd and 29th Avenues in the City of Oakland. Improvements include replacement of the freeway overcrossing structures, safety improvements at the northbound on and off ramps and the freeway mainline. A soundwall will be constructed in the northbound direction between 29th and 23rd Avenues. Alameda CTC as project sponsor, is providing construction management oversight in coordination with Caltrans. This project is expected to complete construction in spring 2018.
2. **I-580 Eastbound HOV Lane – Segment 3 with Auxiliary Lane (Project No. 1368.004):** This project constructed eastbound auxiliary lanes between Isabel Avenue and North Livermore Avenue and North Livermore Avenue and First Street in Livermore. In addition, the project widened two eastbound bridges at Arroyo-Las Positas and added final AC pavement across all lanes in the eastbound direction from

Hacienda Drive to Greenville Road. Alameda CTC is the project sponsor and the project is being administered by Caltrans. The project is 95 percent complete, final punch list items are underway.

3. **I-580 Westbound HOV Lane – East Segment (Project No. 1372.004):** This project constructed a westbound HOV lane from the Greenville overcrossing to Isabel Avenue in Livermore; including rehabilitation of existing pavement. Civil construction is substantially complete and paving has finished. Due to inclusion of infrastructure to support future express lane operations in the corridor, construction is now planned to complete in early 2016 and the new HOV lane will open as an express lane.
4. **I-580 Westbound HOV Lane – West Segment (Project No. 1372.005):** This project constructed a westbound HOV lane from Isabel Avenue Livermore to the San Ramon/Foothill Road overcrossing in Dublin and Pleasanton. Civil construction is substantially complete and paving has finished. Due to the inclusion of infrastructure to support future express lane operations in the corridor, construction was completed in December, however the new HOV lane will open as an express lane in early 2016. As project sponsor, Alameda CTC continues to provide construction management oversight in coordination with Caltrans.
5. **I-580 Express Lanes Project (Project Nos. 1373.003 and 1373.001):** This project will convert the existing eastbound HOV lane, from Hacienda Drive to Greenville Road, to a double express lane facility. It will also convert the westbound HOV lane (currently under construction) to a single express lane facility from Greenville Road to San Ramon Road/Foothill Road Overcrossing. The express lanes civil elements were constructed under the current I-580 corridor I-Bond projects. The Alameda CTC continues to coordinate with multiple regional partnering agencies on design and policy components, to ensure that the Alameda County express lanes and the larger MTC Bay Area Express Lane Network are integrated and seamless. Civil elements have been completed and system integration as well as public outreach and education efforts associated with the roll-out of the new I-580 Express Lanes is underway. The new I-580 Express Lanes facility is scheduled to open in early 2016.
6. **I-880 Southbound HOV Lane – South Segment (Project No. 1376.001):** This project widened the southbound I-880 mainline from Davis Street to Marina Boulevard. Improvements included the freeway widening necessary for construction of the new HOV lane, reconstruction of the Davis Street and Marina Boulevard overcrossings to accommodate the new lane and to provide standard vertical clearance over the freeway, and new soundwall construction within the project limits. Alameda CTC is the project sponsor with Caltrans responsible for the administration of the construction contract. Construction is substantially complete. The new HOV lane opened to traffic along with the South Segment portion of the HOV lane in October 2015. Final punch list items will continue through the end of 2015.

7. **I-880 Southbound HOV Lane – North Segment (Project No. 1376.002):** This project widened the southbound I-880 mainline from Hegenberger Road to just north of Davis Street in San Leandro. Improvements on the north segment contract included the freeway widening necessary for construction of the new HOV lane, including widening of the 23 span bridge over the Union Pacific Railroad and San Leandro Creek, and new soundwall construction within the project limits. Alameda CTC is the project sponsor with Caltrans responsible for the administration of the construction contract. Construction was substantially completed in spring 2015. The new HOV lane opened to traffic along with the South Segment portion of the HOV lane in October 2015. Closeout activities and plant establishment will continue in FY2015-16.
8. **I-80 Integrated Corridor Mobility (ICM) Project – (Project No. 1387.000-.006):** The I-80 ICM Project will enable operational improvements and implement Intelligent Transportation System (ITS) strategies, such as adaptive ramp metering and incident management on I-80 in Alameda County and Contra Costa County from the San Francisco-Oakland Bay Bridge Toll Plaza to the Carquinez Bridge. The project includes improvements to San Pablo Avenue and the arterials connecting with the main I-80 corridor. Alameda CTC was responsible for advertisement and award of several project contracts and is currently administering the project, which is under construction by Caltrans. The project is scheduled to “Go-Live” in summer 2016. Extensive public outreach and education is underway leading up to the Go-Live date and beyond. Due to the complexity of the project, implementation is occurring under various contracts:
- Sub-project #1 (EA 3A7741) – Software & Systems Integration (SI): Software implementation and system integration activities will continue through spring 2016. Alameda CTC continues to manage and administer the contract, which requires extensive coordination between Caltrans and local agencies.
 - Sub-project #2 (EA 3A7751) – Specialty Materials Procurement: The contract was awarded June 2012; sign manufacturing, contract management and administration activities were substantially completed summer 2015.
 - Sub-project #3 (EA 3A7711) – Traffic Operations Systems (TOS): Work on this contract was complete in summer 2012.
 - Sub-project #4 (EA 3A7764) – Adaptive Ramp Metering (ARM): The contract was awarded in fall 2012. Caltrans administered the contract, which was completed at the end of 2014.
 - Sub-project #5 (EA 3A7774) – Active Traffic Management (ATM): This contract is expected to complete December 2015.

- Sub-project #6 (EA 3A7734) – San Pablo Corridor and Arterial Improvements: Construction is complete on this sub-project; however, certain change order work is expected to continue through spring 2016 to facilitate system integration.

Other Projects

Projects in the project development phase:

9. **I-580 Westbound HOV Lane – Landscaping (Project No. 1372.006):** This landscape project will be completed after the facility construction is complete. Alameda CTC is monitoring this project.

Projects in the construction phase:

10. **East Bay Greenway (Coliseum BART to 85th Avenue – Segment 7A) (Project No. 1379.001):** This project is a half-mile segment of a planned 12-mile bicycle and pedestrian facility that will travel through Oakland, San Leandro, Hayward and unincorporated Alameda County. The alignment generally runs under the BART tracks and the Greenway will ultimately connect five BART stations. Alameda CTC used 2000 Measure B bicycle and pedestrian discretionary grant funds to for the preliminary engineering and environmental analysis of the 12-mile project. Construction of the half-mile segment Construction of this segment, a half mile Class 1 Bike Lane facility, is funded with a combination of \$1.7 million in federal Tiger II funds and an East Ba Regional Park District (EBRPD) WW bond match and was substantially completed fall 2015. A trail dedication ceremony was held in November 2015. Final punch list items are finishing through the end of the 2015. Alameda CTC plans to procure a contractor to perform the path maintenance and will subsequently be responsible for managing the ongoing maintenance contract.
11. **Webster Street Smart Corridor (Project No. 1378.000):** This project implemented an intelligent transportation system (ITS) or Smart Corridor and aims to improve safety and operations of transit and vehicular modes and enhance mobility and safety in this vital corridor which connects the City of Alameda to I-880 and the City of Oakland. Improvements were implemented along the Webster Street corridor at six intersections between Central Avenue and the Alameda ingress and egress of the Webster/Posey tubes (State Route 260); as well as Constitution Way in the City of Alameda. In addition, signal timing work was completed at the intersection of Harrison and 7th Streets in Oakland. The construction contract was accepted by the Alameda CTC Commission in April 2015. System integration will continue through January 2016.

IV. 2014 Measure BB Capital Projects Program:

Measure BB funding has been critical in advancing high priority projects in Alameda County. As the previous programs are concluding, the new revenue stream has provided seed money for project scoping and essential funding for projects currently in the project delivery pipeline.

Alameda CTC is responsible for implementing the Measure BB-funded programs and capital projects included in the 2014 Transportation Expenditure Plan (2014 TEP), as approved by Alameda County voters in November 2014.

The sales tax authorized by the 2014 Measure BB will be in effect for a total of 30 years and generate an estimated \$8 billion to fund essential transportation investments throughout Alameda County, 35 percent of which is identified to fund capital improvements. Sales tax collection began on April 1, 2015, at a rate of 0.5 percent that will extend through March 31, 2022; a rate of 1.0 percent will be in place from April 1, 2022 through March 31, 2045 to fund projects and programs in the 2014 TEP.

Current Status:

In spring 2015, the Commission approved the initial allocations of 2014 Measure BB funding for thirty one capital projects and programs included in the 2014 TEP. A complete list of these allocation totals through FY2016-17 is shown in Attachment D.

The Measure BB Capital Projects Delivery Plan is currently under development and will be presented to the Commission in March 2016.

Projects in the scoping phase:

The initial 2014 Measure BB Allocation Plan includes allocations for the following capital project investments:

1. \$100,000 each for the Scoping phase of sixteen "Named" or "Grouped" capital projects in the 2014 TEP for a total of \$1.6 million. These funds will be available to develop a refined project scope, cost and schedule for each and further project development.
2. Scoping phase allocations for four "Grouped" capital project line items totaling \$1.45 million. These allocations are intended to provide resources for multiple implementing agencies to develop more detailed project delivery plans and descriptions of intended project benefits. The four Grouped capital project line items are as follows:
 - a. Countywide Freight Corridors (TEP No. 027)
 - b. I-580 Local Interchange Improvement Program (TEP No. 034)
 - c. I-880 Local Access and Safety Improvements (TEP No. 040); and

- d. Gap Closure on Three Major Trails (East Bay Greenway has separate allocation) (TEP No. 042).
3. Initial Program allocations totalling \$3 million were approved to provide resources for multiple implementing agencies to prepare the deliverables for the Scoping phase described above and to bolster the competitiveness of individual projects by developing more detailed project delivery plans and descriptions of intended project benefits for the following investment categories defined in the 2014 TEP:
 - a. Congestion Relief, Local Bridge Seismic Safety (TEP No. 026)
 - b. Community Investments That Improve Transit Connections to Jobs and Schools (TEP No. 045)

It is intended that sponsor agencies will utilize these funds to define the projects and establish clear project scope, to be included in the 2016 CWTP as well as for consideration for funding in the upcoming CIP cycles.

Projects in project development

Measure BB funding has been critical in advancing six individual capital projects named in the 2014 TEP that have progressed beyond the scoping phase. \$25.5 million has been allocated to the following projects to advance delivery of these significant transportation investments:

4. **I-80 Gilman Street Interchange Improvements (TEP No. 029/PN 1444.000):** This project will reconfigure the Interstate 80 / Gilman interchange, located in northwest Berkeley near its boundary with the City of Albany to improve traffic operations on Gilman Street between West Frontage Road and 2nd Street through the I-80 interchange. Alameda CTC is the project sponsor and completed the scoping document which was approved by Caltrans on October 2014. Measure BB will fund the environmental phase which has been initiated.
5. **SR-84/I-680 Interchange and SR-84 Widening (TEP No. 031):** This project is included in the Measure B program. Measure BB will fund the next phase of project development. Alameda CTC will implement environmental phase activities in FY2015-16.
6. **SR-84 Expressway Widening (Pigeon Pass to Jack London) (TEP No. 032):** The project will widen a 2.5 mile segment of SR -84 from two lanes to four lanes between Pigeon Pass and I-680 in Alameda County. This Measure B project is currently in the environmental phase. Measure BB funding has been allocated for future phases of the project at which point Alameda CTC will perform construction phase oversight.
7. **I-680 HOT/HOV Lane from SR-237 to Alcosta (TEP No. 035):** This project is included in the 2000 Measure B capital program and is nearing completion of the PAED phase with final approval expected in July 2015. Measure BB funding has been allocated for the

Design Phase of the project. Alameda CTC began the procurement process to retain a design consultant in May 2015 and final design phase activities will begin in FY2015-16.

8. **East Bay Greenway - Lake Merritt to South Hayward (TEP No. 042):** This project is a planned 12-mile bicycle and pedestrian facility that will travel through Oakland, San Leandro, Hayward and unincorporated Alameda County. The alignment generally runs under the BART tracks and the Greenway will ultimately connect five BART stations. Alameda CTC is initiating the National Environmental Protection Agency (NEPA) environmental approval process for the segment between Lake Merritt and South Hayward BART stations.
9. **Telegraph Ave/East 14th/International Blvd Project (TEP No. 013):** See the Measure B program summary for details related to this project.
10. **San Leandro Streets Rehabilitation (TEP No. 026):** This is the first specific project identified in the 2014 TEP in the Congestion Relief, Local Bridge Seismic Safety program. This allocation is for the Construction phase of the City's Street Rehabilitation Program.

Since the passage of Measure B in 1986 and its reauthorization in 2000, it has provided a consistent source of vital transportation funding to numerous capital projects in Alameda County. The 2000 Measure B program alone has leveraged almost \$3 billion in external funding sources which equates to almost four times the funding from Measure B to date for transportation investments. Alameda CTC has executed 96 percent of the 2000 Measure B capital investments and successfully moved projects through the development, design, right-of-way and construction phases. In 2006, this local funding source was critical to securing over \$447 million in state Prop 1B Bond funding and created thousands of much needed construction jobs in Alameda County during the recent recession. Alameda CTC continues its mission to expand access and improve mobility and with the successful passage of Measure BB in November 2014, this new critical local funding stream will extend and augment the previous programs to provide an additional \$8 billion in transportation program and project investments over the next 30 years.

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

Attachments

- A. Measure B Program Active Grants List
- B. Vehicle Registration Fee Program Active Grants List
- C. Alameda CTC Capital Projects Program Summary
- D. Measure BB 2 Year Allocation Plan

Staff Contact

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[John Nguyen](#), Senior Transportation Planner

Measure B Grants Summary Report

As of 10/31/15

Project Number	Grant Project Sponsor	Grant Project Name	Amount Awarded	Project Status
BICYCLE AND PEDESTRIAN PROGRAM				
0634.5	City of Newark	Newark Pedestrian and Bicycle Master Plan	\$ 119,000.00	Active
0635.2	Alameda CTC	Safe Routes to School - Operations	\$ 1,090,000.00	Active
0635.3	Alameda CTC	Safe Routes to School - BikeMobility	\$ 65,000.00	Active
0636.2	City of Emeryville	Christie Ave Bay Trail Gap Closure	\$ 50,000.00	Active
0636.5	City of Alameda	Cross Alameda Trail (Ralph Appezatto Memorial Parkway, Webster to Poggi)	\$ 793,000.00	Active
0636.6	City of Albany	Buchanan/Marin Bikeway	\$ 536,000.00	Active
0636.7	City of San Leandro	W. Juana Ped Improvements	\$ 346,000.00	Active
0636.9	City of Piedmont	Piedmont Pedestrian and Bicycle Master Plan	\$ 102,000.00	Active
0637.0	Cycles of Change	Bike-Go-Round/Neighborhood Bicycle Center	\$ 240,000.00	Active
0636.8	City of Oakland	Fruitvale Alive Gap Closure Streetscape Project - Feasibility Study	\$ 113,000.00	Active
0635.7	City of Albany	Kains Street and Adams Street Bicycle Facility Study	\$ 32,800.00	Active
0635.7	City of Emeryville	Horton Street Bicycle Boulevard Experimental Traffic Calming Project	\$ 36,800.00	Active
0635.7	City of Pleasanton	Iron Horse Trail Arroyo Mocho Overcrossing Feasibility Study	\$ 25,000.00	Active
Subtotal			\$ 3,548,600.00	
EXPRESS BUS PROGRAM				
0651.3	A C Transit District	AC Transit Expansion of Transit Center at San Leandro Bart	\$ 321,000.00	Active
0636.3	A C Transit District	East Bay Bus Rapid Transit Bike/Pedestrian Elements	\$ 200,000.00	Active
Subtotal			\$ 521,000.00	
PARATRANSIT GAP PROGRAM				
0668.1	Alzheimer's Services of the East Bay	Special Transportation Services for Individuals with Dementia	\$ 300,000.00	Active
0668.3	Bay Area Outreach & Recreational Program	Accessible Group Trip Transportation for Youth and Adults with Disabilities	\$ 420,000.00	Active
0668.2	Center for Independence Living	Mobility Matters! Project	\$ 490,000.00	Active
0668.9	City of Emeryville	8-to-Go: A Demand Response Door to Door Shuttle	\$ 140,000.00	Active
0668.4	City of Fremont	Tri-City Mobility Management and Travel Training Program	\$ 325,000.00	Active
0668.7	City of Fremont	Tri-City Volunteer Driver Program	\$ 400,000.00	Active
0668.8	City of Fremont	Tri-City Taxi Voucher Program	\$ 300,000.00	Active
0669.1	City of Hayward	Central County Taxi Program	\$ 52,100.00	Closing Out
0669.2	City of Oakland	Taxi-up and Go Project	\$ 277,500.00	Active
0668.6	City of Pleasanton	Downtown Route Shuttle	\$ 85,544.00	Active
0669.0	Senior Helpline Services	Rides for Seniors	\$ 210,000.00	Active
0668.5	Senior Support Program of the Tri-Valley	Volunteer Assisted Senior Transportation Program	\$ 225,000.00	Active
0669.4	Marketing Mobility Management through the 211 Project	AC Transit	\$ 50,000.00	Active
0669.5	Ala Costa Van Replacement Vehicle	Ala Costa	\$ 7,500.00	Active
Subtotal			\$ 3,282,644.00	
TRANSIT ORIENTED DEVELOPMENT PROGRAM				
0690.0	Alameda CTC	Sustainable Communities Technical Assistance Program (SC-TAP)	\$ 1,000,000.00	Active
Subtotal			\$ 1,000,000.00	

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VRF Grants Summary Report

As of 10/31/15

Project Number	Grant Project Sponsor	Grant Project Name	Amount Awarded		Project Status
BICYCLE AND PEDESTRIAN PROGRAM					
0636.2	City of Emeryville	Christie Ave Bay Trail Gap Closure	\$	500,000.00	Active
0636.4	East Bay Regional Parks District	Bay Trail - Gillman to Buchanan	\$	1,000,000.00	Active
Subtotal			\$	1,500,000.00	
TRANSIT PROGRAM					
0636.0	BART	Berkeley BART Plaza & Transit Area Improvements	\$	3,718,000.00	Active
0636.1	City of Union City	UC BART Station Improvements & RR Ped Xing Component	\$	5,730,000.00	Active
0637.1	City of Alameda	Estuary Crossing Shuttle	\$	200,000.00	Active
0637.2	City of Oakland	Broadway Shuttle	\$	352,000.00	Active
Subtotal			\$	10,000,000.00	

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Alameda CTC Capital Projects Summary (by Phase)																
Index	AlaCTC Project No.	Project Name	Program	Project Type	Current Phase (Note 1)	Construction Schedule (Note 2)		Project Funding Sources (\$ x million) (Note 3)								Total Funding (All Sources)
						Begin	End	1986 MB (ACTA)	2000 MB (ACTIA)	2014 MBB ⁽⁵⁾	Federal	State	Regional	Local	Other	
1	1441.000	Congestion Relief, Local Bridge Seismic Safety	2014 MBB	LSR	Various	TBD	TBD	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.5
2	1449.000	I-580 Local Interchange Improvement Program	2014 MBB	Hwy	Various	TBD	TBD	0.0	0.0	28.0	0.0	0.0	0.0	0.0	0.0	28.0
3	1457.000	Gap Closure on Three Major Trails	2014 MBB	BP	Various	TBD	TBD	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.6
4	1460.000	Community Investments That Improve Transit Connections to Jobs and Schools	2014 MBB	T	Various	TBD	TBD	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.5
5	1213.005	Studies for Congested Segments/Locations on the CMP Network	2000 MB	Hwy	Planning	N/A	N/A	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.6
6	1180.000	Central Alameda County Freeway System Operational Analysis	1986 MB	Hwy	Planning	N/A	N/A	5.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	5.7
7	1450.000	I-680 Sunol Express Lanes - Northbound & Southbound (SR84 to Alcosta)	2014 MBB	Hwy	Scoping	N/A	N/A	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0
8	1382.000	I-680/I-880 Cross Connector Studies (Study Only)	2000 MB	Hwy	Scoping	N/A	N/A	0.0	1.2	0.0	0.0	1.0	0.0	0.3	0.0	2.5
9	1429.000	Alameda to Fruitvale BART Rapid Bus	2014 MBB	T	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
10	1430.000	Grand/MacArthur BRT	2014 MBB	T	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
11	1431.000	College/Broadway Corridor Transit Priority	2014 MBB	T	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
12	1432.000	Irvington BART Station	2014 MBB	T	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
13	1433.000	Bay Fair Connector/BART METRO	2014 MBB	T	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
14	1434.000	BART Station Modernization and Capacity Program	2014 MBB	T	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
15	1436.000	Dumbarton Corridor Area Transportation Improvements	2014 MBB	T	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
16	1437.000	Union City Intermodal Station	2014 MBB	T	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
17	1438.000	Railroad Corridor Right of Way Preservation and Track Improvements	2014 MBB	T	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
18	1439.000	Oakland Broadway Corridor Transit	2014 MBB	T	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
19	1440.000	Capitol Corridor Service Expansion	2014 MBB	T	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
20	1442.000	Countywide Freight Corridors	2014 MBB	Hwy	Scoping	TBD	TBD	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3
21	1445.000	I-80 Ashby Interchange Improvements	2014 MBB	Hwy	Scoping	TBD	TBD	0.0	0.0	52.0	0.0	0.0	0.0	0.0	0.0	52.0
22	1448.000	I-580/I-680 Interchange Improvements (Study)	2014 MBB	Hwy	Scoping	TBD	TBD	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0
23	1451.000	I-880 NB HOV/HOT Extension from A Street to Hegenberger	2014 MBB	Hwy	Scoping	TBD	TBD	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0
24	1453.000	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	2014 MBB	Hwy	Scoping	TBD	TBD	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	60.0
25	1454.000	I-880 Industrial Parkway Interchange Improvements	2014 MBB	Hwy	Scoping	TBD	TBD	0.0	0.0	44.0	0.0	0.0	0.0	0.0	0.0	44.0
26	1455.000	I-880 Local Access and Safety Improvements	2014 MBB	LSR	Scoping	TBD	TBD	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3
27	1444.000	I-80 Gilman Interchange Improvements	2014 MBB	Hwy	Environmental	Jan 2020	Jan 2022	0.0	0.0	24.0	1.1	0.0	0.0	0.3	0.0	25.4
28	1457.001	East Bay Greenway - Lake Merritt to South Hayward	2014 MBB	BP	Environmental	TBD	TBD	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	3.5
29	1196.000	Oakland/Alameda Freeway Access Project (Formerly I-880/Broadway-Jackson)	2000 MB	Hwy	Environmental	N/A	N/A	0.0	8.1	75.0	0.0	0.0	0.0	2.5	0.0	85.6
30	1211.001	Dumbarton Corridor Improvements (Central Ave Overpass)	2000 MB	LSR	Environmental	Jul 2017	Sep 2018	0.0	15.8	0.0	0.0	0.0	0.0	0.6	3.6	20.0
31	1212.000	I-580 Corridor/BART to Livermore Studies (Study Only)	2000 MB	MT	Environmental	N/A	N/A	0.0	6.7	0.0	0.0	1.1	8.6	0.2	0.0	16.6
32	1386.000	Route 84 - Pigeon Pass to I-680 & SR84/I-680 Interchange ⁷	2014 MBB	Hwy	Environmental	Apr 2022	Dec 2024	0.0	1.0	122.0	0.0	0.0	0.0	2.9	0.0	125.9
33	1195.000	Iron Horse Transit Route	2000 MB	BP	Design/Right of Way	Jul 2016	Jun 2018	0.0	6.3	0.0	0.0	0.0	0.0	6.0	0.0	12.3
34	1205.000	East 14th St/Hesperian Blvd/150th St Intersection Improvement	2000 MB	LSR	Design / Right of Way	Aug 2020	Feb 2021	0.0	3.2	0.0	0.0	0.0	0.0	1.3	0.0	4.5
35	1177.000	I-880 to Mission Blvd East-West Connector	1986 MB	LSR	Design	Jul 2017	Nov 2019	88.8	0.0	0.0	0.0	12.0	0.0	11.5	0.0	112.3
36	1181.000	Castro Valley Local Area Traffic Circulation Improvement	1986 MB	LSR	Design	Jan 2018	Jan 2020	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
37	1210.003	Route 84 Expressway - Landscaping	2000 MB	Hwy	Design	TBD	TBD	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	4.1
38	1369.000	I-680 Sunol Express Lanes - Northbound (Auto Mall Parkway to SR84) ⁷	2000 MB	Hwy	Design	May 2017	Dec 2018	0.0	14.5	40.0	24.5	20.9	0.0	0.0	102.5	202.4
39	1364.005	I-680 Sunol Express Lanes - Southbound (Conversion to continuous access) ⁸	2000 MB	Hwy	Design	May 2017	Dec 2018	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0
40	1372.006	I-580 Westbound HOV Lane - Landscaping	Other	Hwy	Design	TBD	TBD	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.4
41	1376.003	I-880 Southbound HOV Lane Landscaping/Hardscaping	Prop 1B	Hwy	Design	TBD	TBD	0.0	0.1	0.0	0.5	0.4	0.0	0.4	0.0	1.4
42	1193.001	Telegraph Avenue Corridor Transit Project**	2000 MB	MT	Construction	Nov 2014	Nov 2017 ⁽⁴⁾	0.0	11.5	10.0	81.4	13.6	60.6	0.3	5.2	182.5
44	1441.001	San Leandro Local Streets Rehabilitation	2014 MBB	LSR	Construction	TBD	TBD	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0
45	1187.000	Altamont Commuter Express Rail	2000 MB	MT	Construction	Various	Various	0.0	13.2	0.0	123.1	155.3	0.0	182.6	0.0	474.2
46	1190.000	Downtown Oakland Streetscape Improvement	2000 MB	BP	Construction	Sep 2007	Jun 2017	0.0	6.4	0.0	0.0	0.4	0.0	2.4	0.3	9.5
47	1210.002	Route 84 Expressway - South Segment	2000 MB	Hwy	Construction	Oct 2015	Nov 2017	0.0	71.9	10.0	0.0	10.0	0.0	10.0	3.5	105.4
48	1367.000	I-880 North Safety and Operational Improvements at 23rd and 29th	Prop 1B	Hwy	Construction	Jul 2014	Mar 2018	0.0	4.9	0.0	1.8	79.9	12.3	6.6	0.0	105.7
49	1368.004	I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lane	Prop 1B	Hwy	Construction	Nov 2012	Dec 2015	0.0	0.7	0.0	0.2	25.1	5.9	1.6	6.9	40.4
50	1372.004	I-580 Westbound HOV Lane - East Segment	Prop 1B	Hwy	Construction	Nov 2012	Mar 2016	0.0	4.4	0.0	6.3	63.1	8.7	0.4	0.0	82.9
51	1372.005	I-580 Westbound HOV Lane - West Segment	Prop 1B	Hwy	Construction	Oct 2012	Dec 2015	0.0	1.8	0.0	0.1	52.7	5.8	0.6	0.0	61.0
52	1379.001	East Bay Greenway (Coliseum BART to 85th Avenue)	Other	BP	Construction	Jul 2013	Jan 2015	0.0	0.0	0.0	1.4	0.0	0.0	3.0	0.0	4.4
53	1387.000	I-80 Integrated Corridor Mobility Project	Prop 1B	Hwy	Construction	Jun 2011	May 2016	0.0	2.6	0.0	3.2	65.7	1.2	6.0	0.0	78.7

Alameda CTC Capital Projects Summary (by Phase)																
Index	AlaCTC Project No.	Project Name	Program	Project Type	Current Phase (Note 1)	Construction Schedule (Note 2)		Project Funding Sources (\$ x million) (Note 3)							Total Funding (All Sources)	
						Begin	End	1986 MB (ACTA)	2000 MB (ACTIA)	2014 MBB ⁽⁵⁾	Federal	State	Regional	Local		Other
54	1201.000	Route 92/Clawiter - Whitesell Interchange and Reliever Route	2000 MB	Hwy	Construciton	Mar 2015	Oct 2016	0.0	27.0	0.0	0.0	0.0	0.0	3.4	0.0	30.4
43	1373.003	I-580 Express (HOT) Lanes	2000 MB	Hwy	Con/System Integration	Jun 2014	Jan 2016	0.0	30.0	0.0	8.5	0.0	4.1	10.8	1.7	55.0
55	1188.000	BART Warm Springs Extension	2000 MB	MT	Con/System Integration	Sep 2009	Jun 2016 ⁽⁴⁾	0.0	224.5	0.0	0.0	236.4	297.0	19.1	0.0	777.0
56	1378.000	Webster Street Smart Corridor	Other	LSR	System Integration	Sep 2012	Jan 2016	0.0	0.0	0.0	0.6	0.0	0.0	1.2	0.0	1.8
57	1376.001	I-880 Southbound HOV Lane - South Segment	Prop 1B	Hwy	Project Closeout	Sep 2012	Dec 2015	0.0	0.9	0.0	5.1	52.8	0.0	11.0	0.0	69.8
58	1376.002	I-880 Southbound HOV Lane - North Segment	Prop 1B	Hwy	Project Closeout	Nov 2012	Mar 2015	0.0	0.3	0.0	2.7	29.8	0.0	3.9	0.0	36.7
59	1174.000	I-880/Mission Blvd (Route 262) Interchange Completion (Phase 1B)	1986 MB	Hwy	Project Closeout	Jul 2012	Mar 2015	3.5	0.0	0.0	3.8	64.3	0.0	23.3	57.3	152.2
60	1210.000	Route 84 Expressway - North Segment	2000 MB	Hwy	Project Closeout	Mar 2012	Jun 2014	0.0	20.5	0.0	0.0	16.1	0.0	0.0	0.0	36.6
61	1178.000	Route 238/Mission-Foothill-Jackson Corridor Improvement	1986 MB	LSR	Project Closeout	July 2010	Jul 2013	80.0	0.0	0.0	0.0	0.0	0.0	14.0	6.5	100.5
62	1384.001	I-580 San Leandro Landscaping	Other	Hwy	Project Closeout	Jul 2012	May 2013	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.4
63	1364.004	I-680 Sunol Express Lanes - Southbound	2000 MB	Hwy	Project Closeout	Oct 2008	Apr 2012	0.0	19.7	0.0	5.4	8.0	0.0	8.0	0.0	41.1
64	1209.000	Isabel Avenue - Route 84/I-580 Interchange	Prop 1B	Hwy	Project Closeout	Jan 2009	Mar 2012	0.0	25.1	0.0	11.3	44.4	0.0	32.4	0.0	113.2
65	1198.000	I-580/Castro Valley Interchange Improvements (Note 5)	2000 MB	Hwy	Project Closeout	Jun 2008	Jun 2011	15.0	11.5	0.0	1.9	4.8	0.0	0.0	0.0	33.2
66	1371.000	I-580 Corridor Right of Way Preservation	2000 MB	Hwy	Project Closeout	N/A	N/A	0.0	3.0	0.0	0.0	4.7	111.0	0.0	0.0	118.7
67	1368.003	I-580 Corridor Environmental Mitigation	Other	Hwy	Project Closeout / Various	TBD	TBD	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.3
68	1211.000	Dumbarton Corridor Improvements (Study Only)	2000 MB	MT	Project Closeout	N/A	N/A	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	3.6
69	1189.000	BART Oakland Airport Connector	2000 MB	MT	Complete	Sep 2010	Nov 2014 ⁽⁴⁾	0.0	89.1	0.0	25.0	78.9	146.2	145.0	0.0	484.1
70	1199.000	Lewelling/East Lewelling Blvd Widening	2000 MB	LSR	Complete	Jul 2009	Oct 2012	0.0	13.6	0.0	0.0	4.3	0.0	13.8	0.1	31.8
71	1203.001	Hesperian/Lewelling Blvd Intersection Improvement - Stage 2	2000 MB	LSR	Complete	Jul 2009	Oct 2012	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2
72	1213.004	CWTP/TEP Development (Study Only)	2000 MB	NA	Complete	N/A	N/A	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
73	Complete	Union City Intermodal Station	2000 MB	MT	Complete	Jun 2007	Mar 2012	0.0	12.6	0.0	20.4	7.7	0.0	6.3	0.0	47.0
74	Complete	Fruitvale Transit Village	2000 MB	MT	Complete	Oct 2002	Mar 2004	0.0	4.4	0.0	0.0	7.7	0.0	1.4	0.0	13.5
75	Complete	San Pablo Avenue Corridor Transit Improvement Project	2000 MB	MT	Complete	Mar 2008	Dec 2009	0.0	2.3	0.0	0.1	0.1	0.0	0.0	0.0	2.5
76	Complete	Telegraph Avenue Corridor Transit Project - Stage 2 Rapid Bus Service	2000 MB	MT	Complete	Jun 2005	Dec 2009	0.0	10.7	0.0	0.0	0.0	0.0	0.0	0.0	10.7
77	Complete	I-880/Washington Avenue Interchange Improvement	2000 MB	Hwy	Complete	Apr 2009	May 2010	0.0	1.3	0.0	0.5	0.0	0.0	1.4	0.0	3.2
78	Complete	I-580 WB Auxiliary Lane (Fallon Road to Tassajara Road)	2000 MB	Hwy	Complete	Mar 2009	Dec 2009	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	1.8
79	Complete	I-580 EB Auxiliary Lane (El Charro Road to Airway Blvd)	2000 MB	Hwy	Complete	Jan 2009	Nov 2011	0.0	7.8	0.0	0.0	0.0	0.0	0.0	0.0	7.8
80	Complete	Oakland Local Streets Rehabilitation	2000 MB	LSR	Complete	Jul 2004	Dec 2006	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5.3
81	Complete	Hesperian/Lewelling Blvd Intersection Improvement - Stage 1	2000 MB	LSR	Complete	Oct 2003	Jun 2004	0.0	0.6	0.0	0.0	0.0	0.0	0.1	0.0	0.7
82	Complete	Westgate Parkway Extension - Stage 1	2000 MB	LSR	Complete	Jun 2004	Oct 2006	0.0	7.9	0.0	0.0	0.0	0.0	0.0	0.0	7.9
83	Complete	Newark Local Streets Rehabilitation	2000 MB	LSR	Complete	Jun 2003	Feb 2006	0.0	1.4	0.0	0.0	0.0	0.0	4.1	0.0	5.5
84	Complete	I-238 Widening	2000 MB	Hwy	Complete	Sep 2006	Oct 2009	0.0	81.0	0.0	18.3	29.2	0.0	3.3	0.0	131.8
85	Complete	Vasco Road Safety Improvements	2000 MB	LSR	Complete	Jan 2005	Jun 2009	0.0	1.5	0.0	4.7	12.2	0.0	4.0	0.0	22.4
COMPLETED PROJECTS TOTAL								98.5	326.1	0.0	99.6	365.0	259.5	272.0	63.9	1,484.6
ACTIVE PROJECTS TOTAL								98.8	460.4	536.8	252.7	737.6	404.5	274.8	143.6	2,909.1
PROGRAM TOTAL								\$ 197.3	\$ 786.0	\$ 536.8	\$ 352.3	\$ 1,102.6	\$ 664.0	\$ 546.8	\$ 207.5	\$ 4,393.7
<div>Notes:</div> <div><div>1.</div><div>The current phase shown is based on available information as of the date of this update. The Project Closeout phase indicates that construction is complete and the facility is in use by the public while project financial and other closeout requirements are being satisfied.</div></div> <div><div>2.</div><div>Construction schedules shown are subject to change based on project delivery activities. Begin Construction date shown is typically the expected contract award date.</div></div> <div><div>3.</div><div>The funding amounts shown are subject to change based on programming and allocation activities by various funding agencies other than the Alameda CTC.</div></div> <div><div>4.</div><div>End Construction dates for BART or AC Transit capital projects reflect the point at which revenue service is estimated to begin.</div></div> <div><div>5.</div><div>Project Closeout for the I-580/Castro Valley Interchange Improvements Project (612.0) includes a separate, follow on contract to fulfill a three-year plant maintenance obligation to Caltrans.</div></div> <div><div>6.</div><div>Measure BB projects included in the capital project update have had a portion of the Measure BB commitment to the project allocated by the Commission prior to the date of this report. Named Capital Projects in the 2014 TEP, with funding allocations, show the full Measure BB commitment amount.</div></div> <div><div>7</div><div>Projects include Measure B and Measure BB funding and are included in both programs. Under "Other" funding source \$100M loan from 2000MB to be paid back from future toll revenues.</div></div> <div><div>8</div><div>Under "Other" funding source, \$20M loan from 2000MB to be paid back from future toll revenues</div></div>																

Updated through December 31, 2015

Attachment 1: FY15/16 Measure BB 2-Year Allocation Plan
Capital Projects and Programs

March 2015

TEP No.	TEP Sub No.	Project Title	Project Phase	FY 15/16	FY 16/17	TOTAL 2-Year Allocations
008		Affordable Student Transit Pass Programs	Operations	2,000	0	2,000
012		Affordable Transit for Seniors and People with Disabilities/Coordination and Service Grants	Scoping	500	0	500
013		Telegraph Ave/East 14th/International Blvd Project	Construction	0	10,000	10,000
014		Alameda to Fruitvale BART Rapid Bus	Scoping	100	0	100
015		Grand/MacArthur BRT	Scoping	100	0	100
016		College/Broadway Corridor Transit Priority	Scoping	100	0	100
017		Irvington BART Station	Scoping	100	0	100
018		Bay Fair Connector/BART METRO	Scoping	100	0	100
019		BART Station Modernization and Capacity Program	Scoping	100	0	100
021		Dumbarton Corridor Area Transportation Improvements	Scoping	100	0	100
022		Union City Intermodal Station	Scoping	100	0	100
023		Railroad Corridor Right of Way Preservation and Track Improvements	Scoping	100	0	100
024		Oakland Broadway Corridor Transit	Scoping	100	0	100
025		Capitol Corridor Service Expansion	Scoping	100	0	100
026		Congestion Relief, Local Bridge Seismic Safety	Scoping	1,500	0	1,500
026	001	San Leandro Streets Rehabilitation	Construction	0	3,000	3,000
027		Countywide Freight Corridors	Scoping	250		250
029		I-80 Gilman Street Interchange Improvements	Environmental Studies	3,000	0	3,000
030		I-80 Ashby Interchange Improvements	Scoping	100	0	100
031		SR-84/I-680 Interchange and SR-84 Widening	Environmental Studies	4,000	0	4,000
032		SR-84 Expressway Widening (Pigeon Pass to Jack London)	Construction	0	10,000	10,000
033		I-580/I-680 Interchange Improvements (Study Only)	Scoping	100	0	100
034		I-580 Local Interchange Improvement Program	Scoping	300	0	300
035		I-680 HOT/HOV Lane from SR-237 to Alcosta	Design	5,000	0	5,000
036		I-880 NB HOV/HOT Extension from A Street to Hegenberger	Scoping	100	0	100
038		I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Scoping	100	0	100
039		I-880 Industrial Parkway Interchange Improvements	Scoping	100	0	100
040		I-880 Local Access and Safety Improvements	Scoping	300		300
042		Gap Closure on Three Major Trails	Scoping	600	0	600
042	001	Eastbay Greenway	Environmental Studies	3,500	0	3,500
045		Community Investments That Improve Transit Connections to Jobs and Schools	Scoping	1,500	0	1,500
Total Allocations				24,050	23,000	47,050

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