



# Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

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

**Commission Chair**  
Councilmember At-Large,  
Rebecca Kaplan, City of Oakland

**Commission Vice Chair**  
Supervisor Richard Valle, District 2

**AC Transit**  
Director Elsa Ortiz

**Alameda County**  
Supervisor Scott Haggerty, District 1  
Supervisor Wilma Chan, District 3  
Supervisor Nate Miley, District 4  
Supervisor Keith Carson, District 5

**BART**  
Director Rebecca Saltzman

**City of Alameda**  
Mayor Trish Spencer

**City of Albany**  
Mayor Peter Maass

**City of Berkeley**  
Councilmember Kriss Worthington

**City of Dublin**  
Mayor David Haubert

**City of Emeryville**  
Vice Mayor John Bauters

**City of Fremont**  
Mayor Lily Mei

**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 Jeffery Wieler

**City of Pleasanton**  
Mayor Jerry Thorne

**City of San Leandro**  
Mayor Pauline Cutter

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

**Executive Director**  
Arthur L. Dao

## Alameda County Transportation Commission

**Thursday April 27, 2017, 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](http://www.AlamedaCTC.org/app_pages/view/8081).

## Location Map

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

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



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

## Accessibility

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



## Meeting Schedule

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

## Paperless Policy

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



# Commission Meeting Agenda

## Thursday, April 27, 2017, 2 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

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### 1. Pledge of Allegiance

### 2. Roll Call

### 3. Public Comment

### 4. Chair and Vice Chair Report

### 5. Executive Director Report

### 6. Approval of Consent Calendar

On April 10, 2017 Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1.

**Chair:** Councilmember Rebecca Kaplan,  
City of Oakland

**Vice Chair:** Supervisor Richard Valle,  
Alameda County Board of Supervisors

**Executive Director:** Arthur L. Dao

**Clerk:** Vanessa Lee

Page A/I\*

6.1.	<a href="#">Approval of the March 27, 2017 meeting minutes.</a>	1	A
6.2.	<a href="#">Status update on the operation of I-580 Express Lanes.</a>	7	I
6.3.	<a href="#">Receive an update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.</a>	21	I
6.4.	<a href="#">Approve and authorize the Executive Director, or a designee to negotiate and execute the Professional Services Agreement A17-0071 with Kimley-Horn &amp; Associates for a not-to-exceed amount of \$3,650,000 to provide Planning and Engineering Services for the San Pablo Avenue Multimodal Corridor Project (Project) and authorize executing a funding agreement with the Contra Costa Transportation Authority and the West Contra Costa Transportation Advisory Committee to receive their contribution of \$250,000 for the Project.</a>	25	A
6.5.	<a href="#">Receive an update on Alameda CTC's Transportation Demand Management Efforts.</a>	31	I
6.6.	<a href="#">Alameda CTC's Measure B, Measure BB and Vehicle Registration Fee Programs Update.</a>	33	I
6.7.	<a href="#">Measure BB Capital Project Delivery Plan Update.</a>	41	I
6.8.	<a href="#">Update from the Port of Oakland on overall activity and key initiatives at the Port of Oakland.</a>	51	I
6.9.	<a href="#">Rail Strategy Study Update.</a>	63	I

6.10.	<a href="#">State and Federal Funding Opportunities Update and Approval of Alameda CTC Goods Movement Project List.</a>	71	A
6.11.	<a href="#">Approval of Community Advisory Appointments.</a>	79	A
<b>7. Community Advisory Committee Reports</b> (Time limit: 3 minutes per speaker)			
7.1.	Bicycle and Pedestrian Advisory Committee ( <i>Verbal</i> ) – Matthew Turner, Chair		I
7.2.	Independent Watchdog Committee ( <i>Verbal</i> ) – Murphy McCalley, Chair		I
7.3.	<a href="#">Paratransit Advisory and Planning Committee</a> – Sylvia Stadmire, Chair	85	I
<b>8. Planning, Policy and Legislation Action Items</b> On April 10, 2017, the Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations.			
8.1.	<a href="#">Update on state, regional, local, and federal legislative activities.</a>	103	I/A
<b>9. Programs and Projects Action Items</b> On April 10, 2017, the Programs and Projects Committee approved the following action items, unless otherwise noted in the recommendations.			
9.1.	<a href="#">Approve the 2018 Comprehensive Investment Plan; Approve Execution of Funding Agreements and/or Cooperative Agreements with Sponsors and Project Partners, Initiation of Contract Procurement to obtain necessary professional services and construction contracts to advance Projects and Programs that are directly managed by Alameda CTC, and Encumbrances for Costs Incurred Directly by the Alameda CTC.</a>	141	A
<b>10. Member Reports</b>			
<b>11. Adjournment</b>			

**Next meeting:** May 25, 2017

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





# Alameda County Transportation Commission Commission Meeting Minutes Thursday, March 23, 2017, 2 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 with the exception of Commissioner Miley and Commissioner Carson.

### Subsequent to the Roll call

Commissioner Miley arrived during item 8.1

Commissioner Freitas left prior to the vote 8.2

## 3. Public Comment

There were no public comments.

## 4. Chair/Vice Chair Report

Chair Kaplan stated that the Bay Area Air Quality Management District Board Mobile Source committee met earlier in the day and reviewed transportation funding opportunities for mobile sources of pollution.

Chair Kaplan then went on to present the Platinum Sneaker award to Malcolm X Elementary School in Berkeley, as the winner of the 2017 Safe Routes to School Platinum Sneaker contest.

## 5. Executive Director's Report

Art Dao stated that the Executive Director report could be found in the Commissioners folders as well as on the Alameda CTC website. He noted that the agency hosted a Business Oversight Committee (BOC) outreach event and he noted that it was the one year anniversary of the I-580 Express Lane operations.

## 6. Consent Calendar

6.1. Approval of February 23, 2017 Commission Meeting Minutes.

6.2. Status update on the operation of I-580 Express Lane.

6.3. Approve the Proposed FY2016-17 Mid-Year Budget Update.

6.4. Approve the Organizational Structure and Staff Salary Ranges for Fiscal Year 2017-18.

6.5. Update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments.

6.6. Approve Three-Year Project Initiation Document (PID) Work Plan for Alameda County.

6.7. Prop 1B Transit System Safety Security and Disaster Response Account (TSSSDRA) Funds: Approve and Adopt Resolution No. 17-003 which authorizes the execution of Grant Assurance documents for the TSSSDRA Program and appoints the Executive

Director or designee as the Alameda CTC's authorized agent, to execute the Grant Assurances, grant applications, funding agreements, reports or any other documents necessary for project funding and TSSSDRA program compliance; Approve and authorize the Executive Director, or his designee, to submit project applications requesting allocations for FY 2016-17 TSSSDRA funds.

- 6.8. Approve and authorize the Executive Director to execute Amendment No. 4 to Professional Services Agreement No. A11-0033 with CDM Smith, Inc. for an additional amount of \$100,000 for a total not-to-exceed budget of \$1,863,914 to provide System Manager Services through the operations and maintenance phase.
- 6.9. Approve and authorize the Executive Director to execute Amendment No. 8 to Agreement No. A10-013 with Michael Baker Consulting for an additional not-to-exceed amount of \$600,000 for a total not-to-exceed amount of \$10,710,000 for continued design support services and an 18-month time extension through the Project completion.
- 6.10. Community Advisory Appointments.

Item 6.4 was pulled from the Consent Calendar for further consideration. Commissioner Spencer expressed concerns regarding automatic CPI-U increases.

Commissioner Halliday asked what target percentile the salary study recommendation was based on. Trish stated that the recommendations were based on the 75<sup>th</sup> percentile.

*Commissioner Haggerty moved to approve this item. Commissioner Valle seconded the motion. The motion passed with the following vote:*

Yes: Kaplan, Valle, Ortiz, Haggerty, Campbell-Washington, Saltzman, Spencer, Maass, Worthington, Haubert, Bauters, Mei, Halliday, Marchand, Freitas, Wieler, Thorne, Cutter, Dutra-Vernaci  
No: None  
Abstain: None  
Absent: Miley, Carson

*Commissioner Haggerty motioned to approve the remainder of the consent calendar. Commissioner Spencer seconded the motion. The motion passed with the following vote:*

Yes: Kaplan, Valle, Ortiz, Haggerty, Campbell-Washington, Saltzman, Spencer, Maass, Worthington, Haubert, Bauters, Mei, Halliday, Marchand, Freitas, Wieler, Thorne, Cutter, Dutra-Vernaci  
No: None  
Abstain: None  
Absent: Miley, Carson

## **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)**

Murphy McAlly, Chair of the IWC stated that the committee met on March 13, 2017. The committee held the annual compliance review, established an ad-hoc committee for the annual report, and reviewed the programs and projects watchlist.

**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. Update on state, regional, local, and federal legislative activities and approve legislative positions**

Art Dao provided an update on state, regional, local, and federal legislative activities. On the federal side he provided a brief overview of the Presidents proposed budget. He recommended that the Commission approve the following stated bills:

AB 1444-Support position

SB 251- Support position

SCA 6- Support position

Commissioner Ortiz stated that AC Transit is very concerned with autonomous vehicle implementation and she subsequently abstained on the vote for AB 1444 and SB 251.

Commissioner Bauters asked if there were any fiscal impacts of implementing AB 1444. Art stated that there should be no immediate fiscal impact to the item. Commissioner Bauters then abstained on the vote for AB 1444 and SB 251.

Commissioner Worthington noted that AB 1444 is for a pilot program and expressed support for the bill.

*Commissioner Worthington motioned to approve this item. Commissioner Saltzman seconded the motion. The motion passed with the following vote:*

Yes: Kaplan, Valle, Ortiz, Haggerty, Campbell-Washington, Miley, Saltzman, Spencer, Maass, Worthington, Haubert, Bauters, Mei, Halliday, Marchand, Freitas, Wieler, Thorne, Cutter, Dutra-Vernaci

No: None

Abstain: Ortiz (AB 1444 & SB 251), Bauters (AB 1444 & SB 251)

Absent: Carson

**8.2. Approve the Affordable Student Transit Pass Pilot Program Sites and Parameters for Year Two of the Pilot Program; authorize Alameda CTC staff to enter into all necessary agreements and contracts for program implementation**

Cathleen Sullivan recommended that the Commission approve the Affordable Student Transit Pass Pilot Program Sites and Parameters for Year Two of the Pilot Program; authorize Alameda CTC staff to enter into all necessary agreements and

contracts for program implementation. She covered lessons learned from year one, recommended changes and next steps.

Commissioner Miley stated that San Lorenzo and Castro Valley should be considered for the pilot and wanted to ensure that the program was utilized throughout the entire county. Cathleen noted that there are capacity implementations for transit operators which needs to be taken into consideration.

Commissioner Valle wanted the scope of work to include discussions regarding funding for safe routes to school including rail. Art stated that rail safety will be considered as part of the curriculum.

Commissioner Spencer stated that the City of Alameda has several schools with students on free and reduced lunch and would like to ensure that the program is extended to schools who did not make the year one or year two short lists. Art stated that the Commission approved a short list of 36-schools and noted that there are budget constraints with operation of the pilot program. The Commission will review the program data at the end of the third year and will have an opportunity to expand the program past the 36-schools on the short list.

Commissioner Cutter wanted clarification on the recommended changes to the San Leandro school district. Cathleen stated that San Leandro was moving to a free and universal pass for all students.

Commissioner Mei wanted to know why Fremont Unified school district was not included in the pilot based on the high growth of the district and wanted to ensure that Fremont was considered in future cycles of the program.

Commissioner Kalb wanted to know when opportunities for potential future expansion would be considered and suggested that the fifth grade be considered in the potential expansion. Art stated that there would potentially be opportunities in year three.

Commissioner Halliday wanted more information on the educational components for the program. Cathleen stated that the travel trainings will continue to be done as a complement to the program.

There was a public comment on this item by Gayle Eads, of Genesis, who stated that the program has been implemented successfully and that Genesis will be trying to identify additional sources of funding for the program including funding in AB 17.

*Commissioner Halliday motioned to approve this item. Commissioner Saltzman seconded the motion. The motion passed with the following vote:*

Yes:	Kaplan, Valle, Ortiz, Haggerty, Campbell-Washington, Miley, Saltzman, Spencer, Maass, Worthington, Haubert, Bauters, Mei, Halliday, Marchand, Wieler, Thorne, Cutter, Dutra-Vernaci
No:	Spencer, Mei

Abstain: None  
Absent: Carson, Freitas

**9. Member Reports**

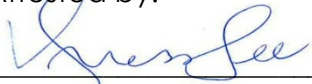
**10. Adjournment**

The next meeting is:

Date/Time: Thursday, April 27, 2017 at 2:00 p.m.

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

Attested by:

A handwritten signature in blue ink, appearing to read "Vanessa Lee", is written over a horizontal line.

Vanessa Lee,  
Clerk of the Commission

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# Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** April 20, 2017

**SUBJECT:** I-580 Express Lanes (PN 1373.002): Monthly Operation Update

**RECOMMENDATION:** Receive a status update on the operation of I-580 Express Lanes

## Summary

The Alameda CTC is the project sponsor of the I-580 Corridor Express Lanes, located in the Tri-Valley corridor through the cities of Dublin, Pleasanton, and Livermore, which are now in operation having opened to traffic on February 19<sup>th</sup> and 22<sup>nd</sup> of 2016. See Attachment A for express lane operation limits.

The February 2017 operations report indicates that the new express lane facility continues to provide travel time savings and travel reliability throughout the day. Express lane users experienced average speeds of 3 to 27 mph greater than the average speeds in the general purpose lanes, along with lesser average lane densities than the general purpose lanes, in the most congested segments of the corridor.

## Background

The I-580 Corridor Express Lanes, extending from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to San Ramon Road/Foothill Road in the westbound direction, were opened to traffic on February 19 and 22, 2016 in the eastbound and westbound directions, respectively. See Attachment A for express lane operation limits. Motorists using the I-580 Express Lanes facility benefit from travel time savings and travel reliability as the express lanes optimize the corridor capacity by providing a new choice to drivers. Single occupancy vehicles (SOVs) may choose to pay a toll and travel within the express lanes, while carpool, clean-air vehicles, motorcycles, and transit vehicles enjoy the benefits of toll-free travel in the express lanes.

An All Electronic Toll (AET) collection method has been employed to collect tolls. Toll rates are calculated based on real-time traffic conditions (speed and volume) in express and general purposes lanes and can change as frequently as every three minutes. California Highway Patrol (CHP) officers provide enforcement services and the California Department of Transportation (Caltrans) provides roadway maintenance services through reimbursable service agreements.



**February 2017 Operations Update:** Over 560,000 express lane trips were recorded during operational hours in February, an average of approximately 28,100 daily trips. Table 1 presents the breakdown of trips based on toll classification and direction of travel. Pursuant to the Commission-adopted "Ordinance for Administration of Tolls and Enforcement of Toll Violations for the I-580 Express Lanes," if a vehicle uses the express lanes without a valid FasTrak® toll tag then the license plate read by the Electronic Tolling System is used to either assess a toll either by means of an existing FasTrak account to which the license plate is registered or by issuing a notice of toll evasion violation to the registered vehicle owner.

Table 1. Express Lane Trips by Type and Direction for February 2017

Trip Classification		Percent of Trips
By Type	HOV-eligible with FasTrak flex tag	38%
	SOV with FasTrak standard or flex tag	41%
	No valid toll tag	21%
By Direction	Westbound	44%
	Eastbound	56%

Express lane users generally experience higher speeds and lesser lane densities than the general purpose lanes. Lane density is measured by the number of vehicles per mile per lane and reported as Level of Service (LOS). LOS is a measure of freeway performance based on vehicle maneuverability and driver comfort levels, graded on a scale of A (best) through F (worst). Table 2 summarizes the average speed differentials and LOS at four locations in each of the westbound and eastbound directions during respective commute hours for February. This table provides an overall snapshot of the express lane benefits for the month.

Attachment B presents the speed and density heat maps for the I-580 corridor during revenue hours for the six-month period from September 2016 to February 2017. These heat maps are a graphical representation of the overall condition of the corridor, showing the average speeds and densities along the express lane corridor and throughout the day for both the express and general purpose lanes. From September through February, the average speeds in the westbound express lane ranged from 50 to 70 mph during the morning commute hours (5 am to 11 am) with lower speeds occurring between Isabel Avenue and Santa Rita Road; average speeds throughout the rest of the day exceeded 70 mph. The express lane operated at LOS C or better at all times, with LOS C occurring only for a short period of time in the middle of the corridor (Isabel Avenue to Santa Rita Road). By comparison, the general purpose lanes experienced speeds as low as 35 mph and LOS D throughout several sections of the corridor. During the evening commute, the westbound lanes experiences a small period of reverse-commute congestion between

San Ramon Road and Hacienda Road from 5 pm to 6 pm, though the express lane continues to operate at LOS B or better during this time.

Table 2. Speed Differentials and Level of Service for February 2017

Direction	I-580 in the Vicinity of	Speed Differential Range (mph)	Average Speed Differential (mph)	Average Express Lane LOS	Average General Purpose Lane LOS
Westbound Morning Commute: 5 am – 11 am	North First Street	4 - 8	5	A	C
	North Livermore Ave	2 - 6	3	A	C
	Fallon Road	3 - 10	7	B	C
	Santa Rita Road	7 - 15	11	B	C
Eastbound Evening Commute: 2 pm – 7 pm	Hacienda Road	16 - 27	22	C	E
	Airway Blvd	8 – 12	10	B	C
	North First Street	3 – 9	6	A	C
	Vasco Road	7 - 23	14	B	C

In the eastbound direction, average express lane speeds from September 2016 through February 2017 ranged from 20 to 70 mph during the evening commute hours (2 pm – 7 pm) with the lowest speeds occurring at the eastern terminus of the express lanes, between Vasco Road and Greenville Road. Average express lane speeds throughout the rest of the day exceeded 70 mph. Most of the express lane corridor operates at LOS C or better during the evening commute hours, with small sections of degraded LOS at the western end of the express lanes between 3 pm and 5 pm and at the eastern terminus between 4 pm and 6 pm. The express lanes averaged LOS B or better throughout the rest of the day in all locations. By comparison, the general purpose lanes experienced lower speeds and LOS F at the western end of the corridor, and speeds and LOS similar to the express lanes but for longer periods of time at the eastern end of the corridor, during the evening commute hours.

Table 3 presents the maximum posted toll rates to travel the entire corridor in each direction, along with the average toll assessed to non-HOV users, for February 2017. In the eastbound direction, the maximum toll of \$9.00 was reached 12 of 20 days compared to just 1 day in January. This is due to a change in the toll rate plan made on February 8, 2017. The primary goal of express lane is to provide speed and travel time reliability to HOV-eligible users, allowing SOVs to pay a toll to use the lanes when such use would not diminish those benefits. Managing the usage by SOVs is achieved by manipulation of the toll rates, which are dynamically priced, rising and falling with congestion. In an effort to improve the traffic flow in the first segment of the eastbound express lane between

Hacienda Road and Fallon Road, which is a single express lane buffer-separated from the general purpose lanes, the eastbound toll rate pricing plan was adjusted to increase the price to enter the express lane at the start of the buffered segment. The net effect was a reduction in total express lane trips starting at the entrance by over 3 percent, all of which were SOVs. Attachment C presents a comparison of the eastbound speed and density heat maps for the two weeks prior to the change (January 25 – February 7) and two weeks after the rate plan adjustment had been introduced and users had an opportunity to adapt to the changes (February 15 – February 28). These heat maps show a significant improvement to the performance of the express lane within the initial segment: average speeds over 45 mph and an average LOS D or better. While the price to enter the express lane system at Hacienda Road increases to \$9.00 on most days, the toll to enter immediately after the buffered section and at the start of the two-lane section near Fallon Road is typically \$5.50 or less.

Table 3. Toll Rate Data for February 2017

Direction	Maximum Posted Toll (Travel Entire Corridor)	Average Assessed <sup>1</sup> Toll (All Toll Trips)
Westbound	\$9.25 (1 of 20 days)	\$1.94
Eastbound	\$9.00 (12 of 20 days)	\$2.92

<sup>1</sup> Assessed toll is the toll rate applied to non-toll-free trips and reflects potential revenue generated by the trip. Not all potential revenue results in actual revenue received.

From February 2016 through February 2017, the I-580 Express Lanes have recorded over 7.6 million total trips. Total gross revenues received include over \$8.9 million in toll revenues and \$1.7 million in violation penalties. Fiscal Year 2016-17 gross toll revenues received through February 2017 total nearly \$6.0 million.

Last month the express lanes received significant media attention related to the release of the data charting the performance of the lanes over their first year. A media availability event was held on the corridor on March 16, 2017 to release the one-year data. It garnered coverage from Bay Area television, radio and print media. Additionally, a public education advertising campaign was launched to continue to increase awareness of the express lanes, promote the benefits and proper use of the facility, and encourage the public to obtain FasTrak® and FasTrak® Flex toll tags. The campaign messages encourage carpooling on the corridor and emphasize that carpools require a properly mounted FasTrak Flex toll tag and that FasTrak accounts are required of all users of the express lanes. The campaign, which runs through April, includes announcements during traffic radio reports, social media ads, outdoor bus ads on LAVTA and RTD buses, and gas station pump-top video advertisements. The ads target I-580 commuters in Alameda and San Joaquin Counties.

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

## **Attachments**

- A. I-580 Corridor Express Lane Location Map
- B. I-580 Corridor Heat Maps September 2016 – February 2017
- C. I-580 Corridor Heat Maps Before and After Rate Plan Adjustment

## **Staff Contact**

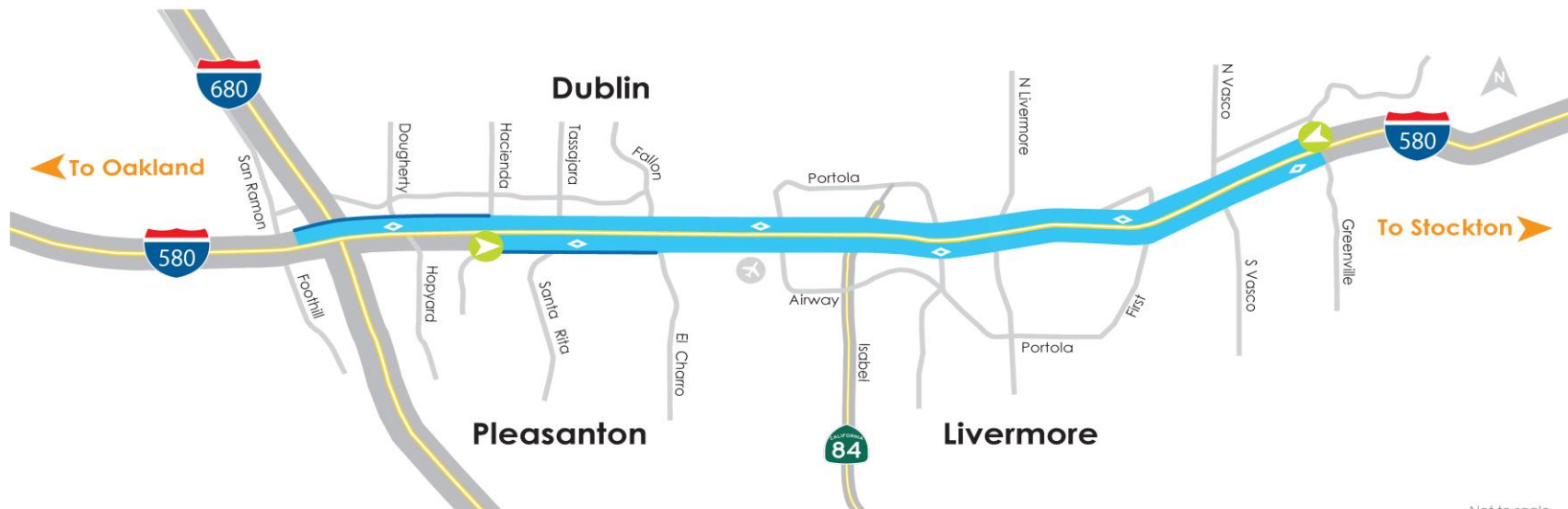
[Liz Rutman](#), Express Lanes Operation and Maintenance Manager

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# I-580 Express Lanes Project Location Map

6.2A



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.

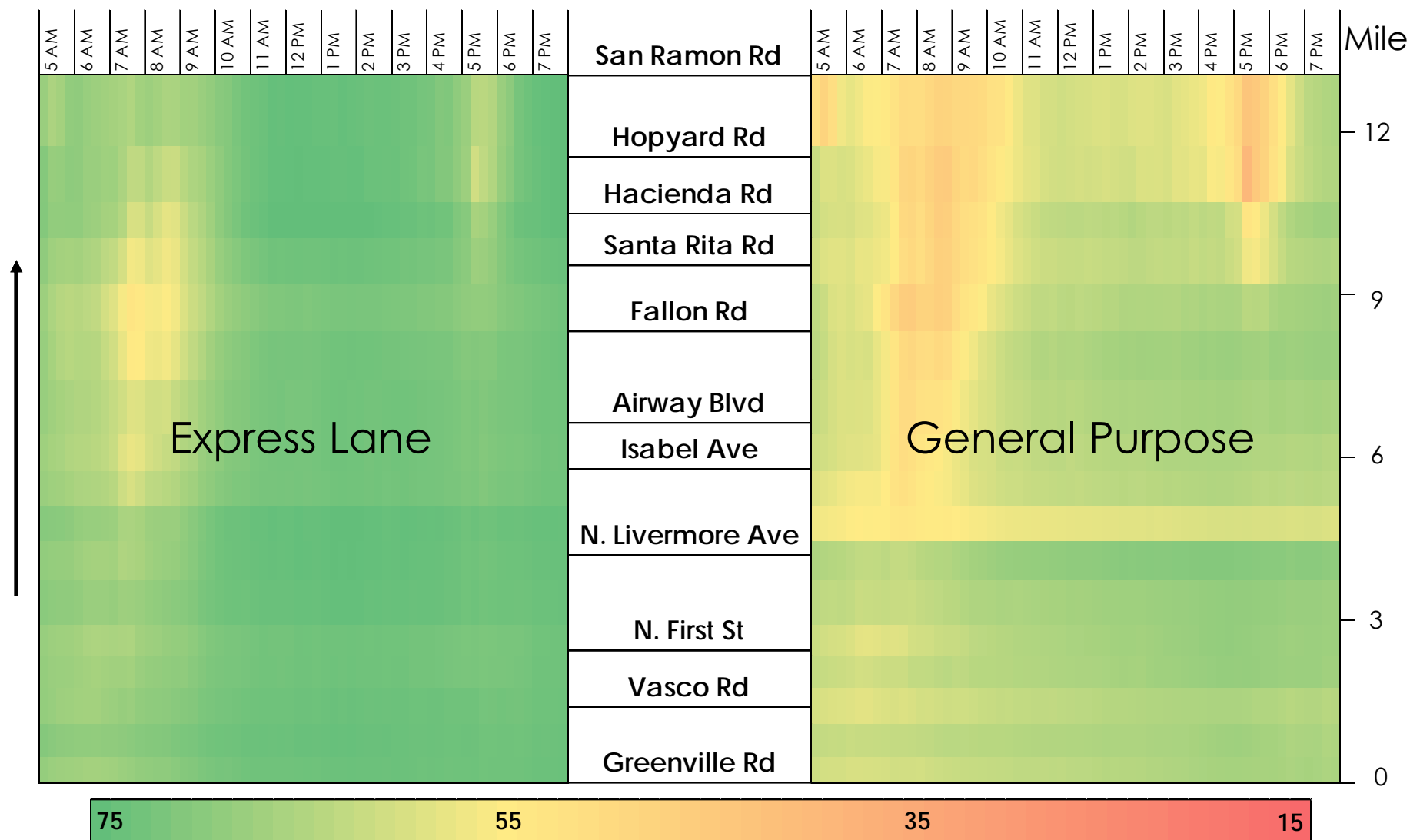
**Please note:** For access to I-680 or Dougherty, exit express lane before Hacienda.

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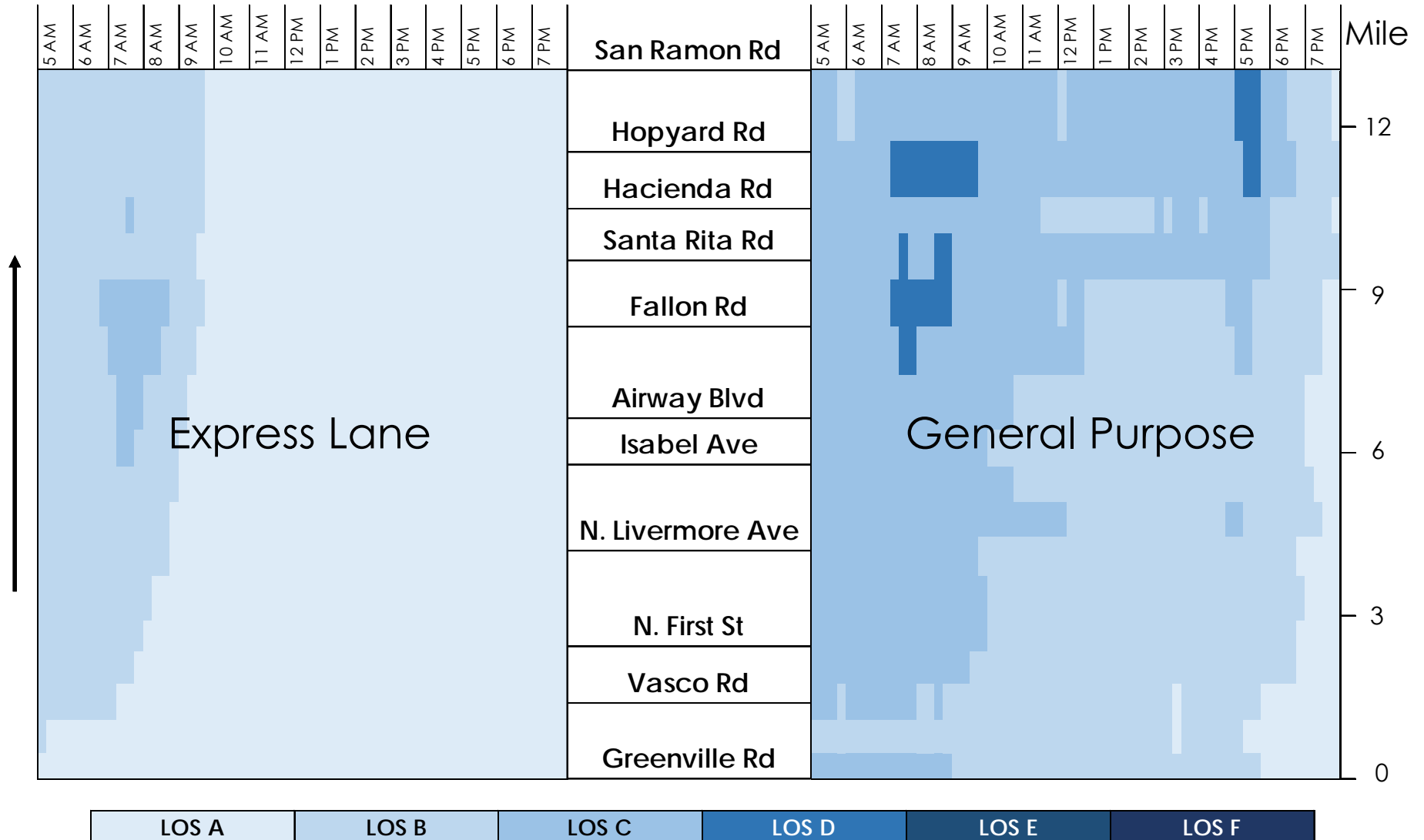
# Westbound I-580 Corridor Speed Heat Maps

Monday-Friday, September 2016 – February 2017



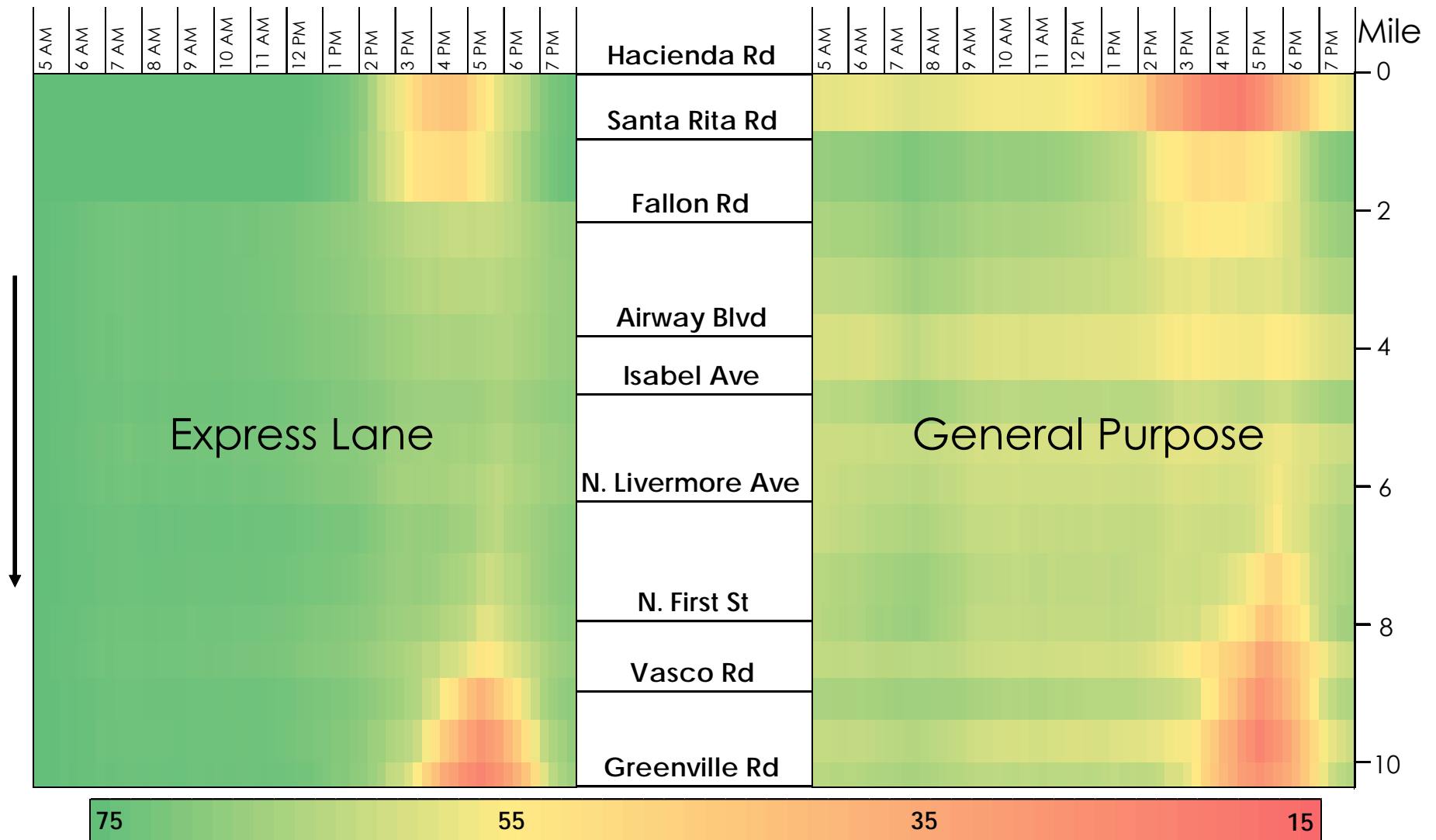
# Westbound I-580 Corridor Density Heat Maps

Monday-Friday, September 2016 – February 2017



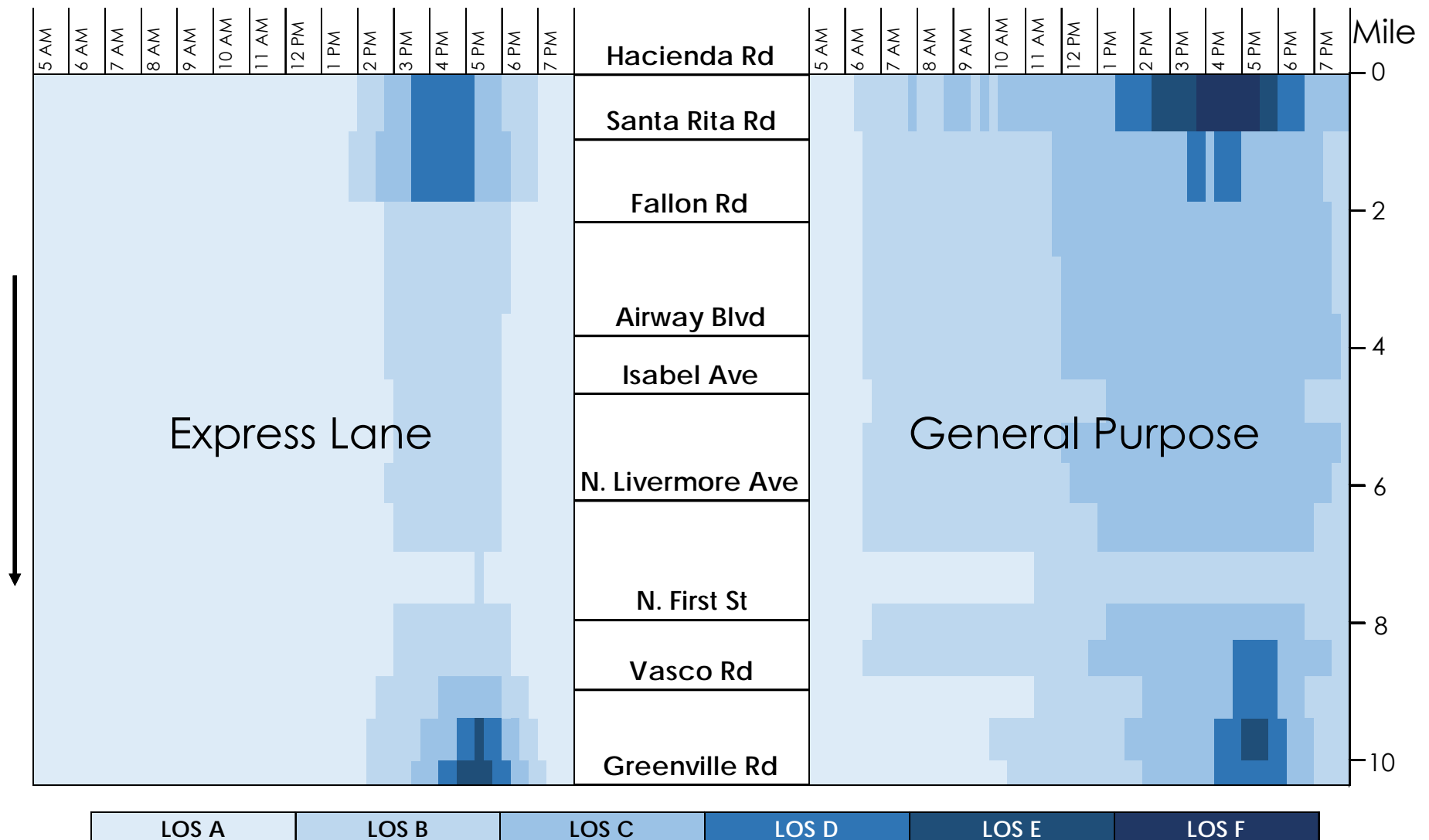
# Eastbound I-580 Corridor Speed Heat Maps

Monday-Friday, September 2016 – February 2017



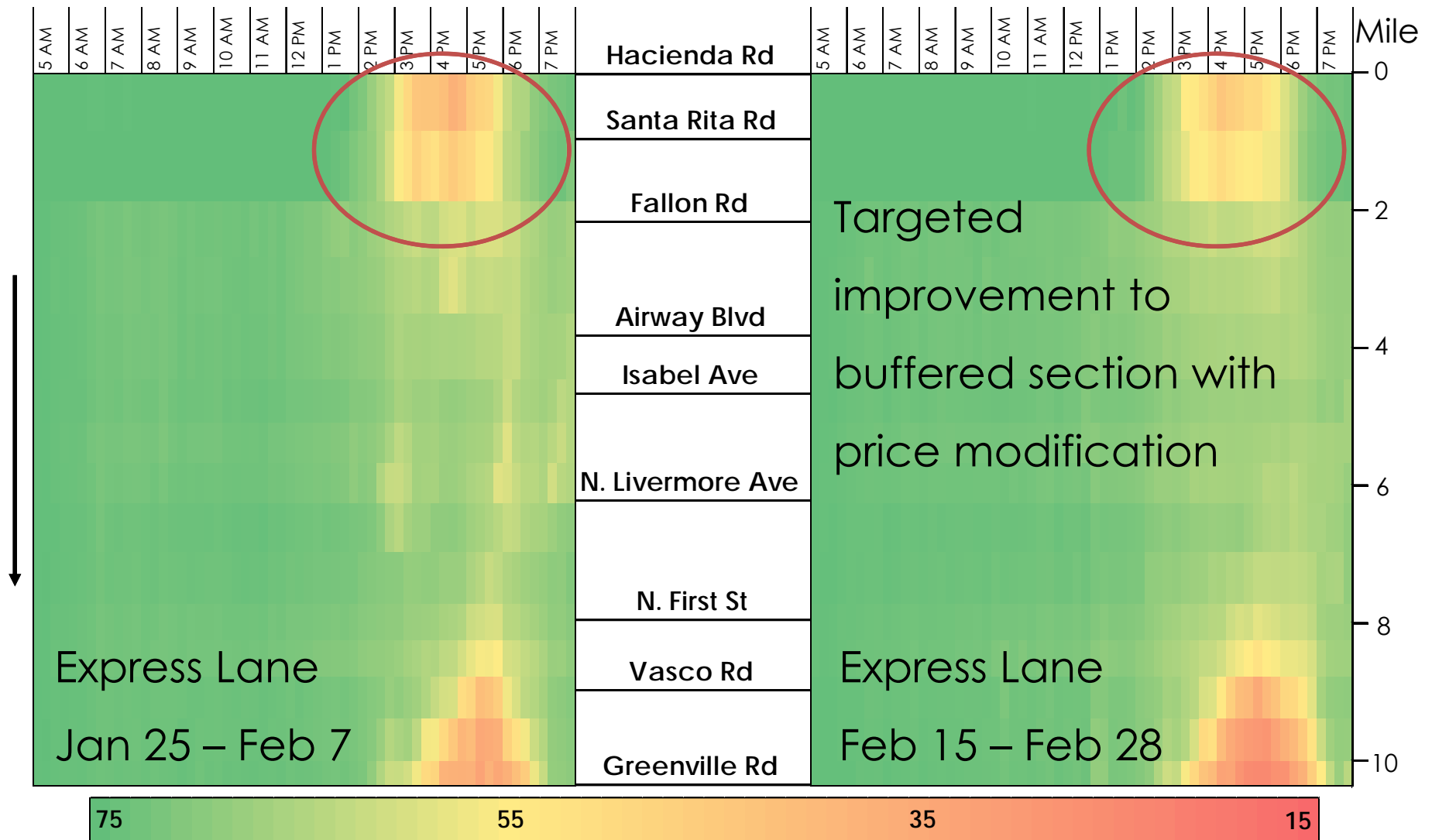
# Eastbound I-580 Corridor Density Heat Maps

Monday-Friday, September 2016 – February 2017



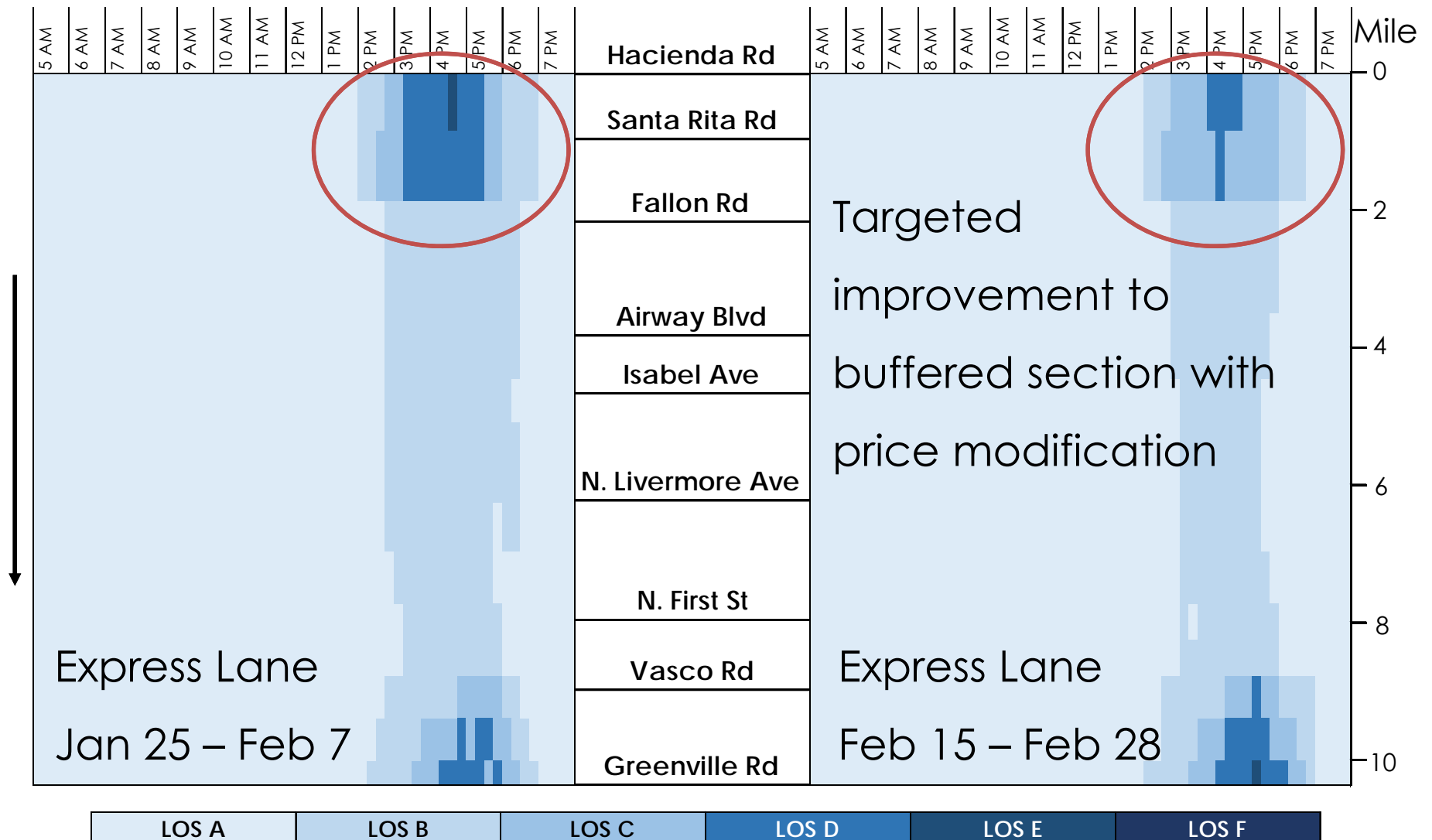
# Eastbound I-580 Corridor Speed Heat Maps

Monday-Friday, Toll Rate Plan Modification on Feb 8



# Eastbound I-580 Corridor Density Heat Maps

Monday-Friday, Toll Rate Plan Modification on Feb 8





# Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** April 20, 2017

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

**RECOMMENDATION:** 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 March 6, 2017, Alameda CTC reviewed a Draft Environmental Impact Report. A response letter was submitted and is included as Attachment A.

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

## Attachments

- A. Response to Alameda CTC's Comments on the Draft Environmental Impact Report (DEIR) for the 1900 Fourth Street Project

## Staff Contact

[Saravana Suthanthira](#), Principal Transportation Planner

[Chris Van Alstyne](#), Assistant Transportation Planner



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March 13, 2017

Shannon Allen  
Principal Planner  
Land Use Planning Division  
City of Berkeley  
2120 Milvia St  
Berkeley, CA 94704

**SUBJECT:** Response to the Draft Environmental Impact Report for the Proposed 1900 Fourth Street Project

Dear Ms. Allen,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the 1900 Fourth Street Project. The 2.21-acre project site is located in the City of Berkeley's Fourth Street commercial shopping district and occupies the block surrounded by Hearst Avenue to the north, Fourth Street to the east, University Avenue to the south, and the Union Pacific Railroad tracks to the west. The project site currently consists of a 350-space privately owned surface parking lot and an approximately 900 square-foot one-story commercial building. The proposed project would consist of approximately 118,370 square feet of residential uses (135 dwelling units) and 33,080 square feet of commercial uses (18,230 square feet of retail uses and 14,850 square feet of restaurant uses) as well as a 372 space parking garage.

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

- As mentioned in our response dated March 11, 2016 to your earlier Notice of Preparation of DEIR, the identified MTS roadways located in the project area were analyzed for the project impacts in addition to impacts to analysis of transit, bicycle and pedestrian modes.
  - Alameda CTC acknowledges that the impacts to the MTS roadways and transit will be less than significant in line with the threshold criteria outlined within the DEIR. Alameda CTC also acknowledges that there will be a less than significant impact on pedestrian and cyclist travel and that planned improvements such as widened sidewalks and street bulb-outs will support pedestrian and cyclist movement.
  - As part of the mitigation measures, the proposed Transportation Demand Management (TDM) strategies include a package of options including the provision of transit passes for site residents and employees, charging for commercial parking, providing ample and secure bicycle parking, and the inclusion of a bicycle repair room. We request that the DEIR include additional details regarding the long-term sustainability of the measures that need on-going support and administration, such as funding, operations and responsibility for overall long-term administration.

Thank you for the opportunity to comment on this DEIR. Please contact me at (510) 208-7426 or Chris Van Alstyne, Assistant Transportation Planner at (510) 208-7479, if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Saravana Suthanthira', with a long horizontal line extending to the right.

Saravana Suthanthira  
Principal Transportation Planner

cc: Chris Van Alstyne, Assistant Transportation Planner

R:\Planning\_Policy\_Public\_Affairs\Planning\CMP\LUAP\2017\March



# Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

<b>DATE:</b>	April 20, 2017
<b>SUBJECT:</b>	San Pablo Avenue Multimodal Corridor Project (PN 1475.000): Professional Services Agreement A17-0071 with Kimley-Horn & Associates; and funding agreement with Contra Costa Transportation Authority and West Contra Costa Transportation Advisory Committee
<b>RECOMMENDATION:</b>	Approve and authorize the Executive Director, or a designee to negotiate and execute the Professional Services Agreement A17-0071 with Kimley-Horn & Associates for a not-to-exceed amount of \$3,650,000 to provide Planning and Engineering Services for the San Pablo Avenue Multimodal Corridor Project (Project) and authorize executing a funding agreement with the Contra Costa Transportation Authority and the West Contra Costa Transportation Advisory Committee to receive their contribution of \$250,000 for the Project.

## Summary

The Alameda County Transportation Commission (Alameda CTC) is initiating the San Pablo Avenue Multimodal Corridor Project (Project). In 2016, the Commission approved three countywide modal plans (the Goods Movement Plan, Transit Plan, and Multimodal Arterials Plan), and AC Transit completed its Major Corridors Study, all of which identified San Pablo Avenue as a critical multijurisdictional arterial serving transit, goods movement, auto, bicycle and pedestrian needs. In addition, significant land use planning, local planning efforts, and economic development initiatives have focused on San Pablo Avenue, where major development is underway and anticipated for the future.

This Project will build upon existing transportation planning and land use planning efforts along the corridor to develop an implementable multimodal improvement plan for the San Pablo Avenue corridor. The Project seeks to advance the corridor through alternatives development and to prepare and finalize appropriate Caltrans project initiation documents to prepare projects for the next phase of project delivery.

The Commission allocated \$3,000,000 of Measure BB funds in the 2016 Comprehensive Investment Program to the Project, with an additional \$1,000,000 programmed for fiscal year 17/18. Given that San Pablo Avenue is a multi-county facility, Alameda CTC is partnering with the Contra Costa Transportation Authority (CCTA) and the West County Transportation Advisory Committee (WCCTAC) to include Contra Costa County in the

Project. CCTA has committed to contributing \$250,000 of local Measure J sales tax funding to the project. Staff has coordinated closely with local jurisdictions, Caltrans, and AC Transit to define the scope of work for the Project and procure a consultant team.

In order to provide the consultant resources necessary for the successful delivery of the Project, Request for Proposals (RFP) #R17-0007 for Professional Services was released in January 2017. Four proposals were received by the proposal due date, February 13, 2017. The selection panel, consisting of representatives from the AC Transit, Caltrans, Emeryville, Oakland, Berkeley, Albany, WCCTAC and Alameda CTC reviewed the proposals and shortlisted two firms. Interviews were held on March 22<sup>nd</sup> and, at the conclusion of its evaluation, the selection panel selected Kimley-Horn & Associates as the top-ranked firm.

Staff recommends that the Commission approve and authorize the Executive Director, to negotiate and execute Professional Services Agreement A17-0071 with Kimley-Horn & Associates for a not-to-exceed amount of \$3,650,000 to provide Planning and Engineering Services. In addition, staff recommends that the Commission authorize the Executive Director, or a designee to execute a funding agreement with the Contra Costa Transportation Authority and the West Contra Costa Transportation Advisory Committee to receive their contribution of \$250,000 for the Project.

## **Background**

The San Pablo Avenue Corridor is a critical interjurisdictional arterial corridor that traverses four cities in Northern Alameda County (Oakland, Emeryville, Berkeley, and Albany) and portions of Western Contra Costa County (including El Cerrito, Richmond, San Pablo, and unincorporated Contra Costa County), providing north-south connections throughout the inner East Bay paralleling Interstate 80 (I-80). It is a multi-purpose corridor in the broadest sense: it traverses diverse neighborhoods, serving thriving commercial districts, major trip generators, and both well-established and transitioning residential neighborhoods; it serves local, regional, and interregional trips; and it plays a critical role in the networks of all modes. The portion of San Pablo Avenue from West MacArthur Boulevard in Emeryville to Cutting Boulevard in Richmond is State Route 123 and thus subject to Caltrans jurisdiction.

San Pablo Avenue carries up to 27,500 average daily vehicles of all types, including autos, buses, shuttles and trucks. Nearly 17,800 daily transit riders traverse the corridor on Alameda-Contra Costa Transit District (AC Transit) bus routes. The corridor includes many high-activity pedestrian areas, and is an important bicycling route, with bike facilities existing or planned on San Pablo Avenue itself or on adjacent bicycle boulevards. The corridor is a designated truck route, serving commercial and industrial uses throughout the corridor. As a portion of a dedicated state route, San Pablo Avenue plays a key role in relieving freeway traffic during incidents and is part of the overall I-80 Integrated Corridor Mobility Project (ICM), also known as the I-80 Smart Corridor.

The corridor is also very important from a land use and economic development perspective. There is currently significant development growth occurring along the corridor which is projected to continue into the future. Several higher-density, mixed use developments have

recently been built, and several more proposals are under consideration. Most segments of San Pablo Avenue have been designated as Priority Development Areas (PDAs) by local jurisdictions, and many cities along the corridor have zoned the area along the corridor to allow higher density infill land uses along San Pablo Avenue.

### **Project Limits**

The project area will extend from the southern terminus of San Pablo Avenue in Downtown Oakland to the northern terminus of AC Transit service on San Pablo Avenue at Hilltop Mall in Richmond. The project will consider the "San Pablo Avenue Corridor" to mean not just San Pablo Avenue, but also nearby parallel roadways and sections of perpendicular roadways in order to understand larger circulation patterns, network effects among parallel and perpendicular streets, infrastructure needs and opportunities for prioritizing different travel modes on different streets.

### **Project Purpose**

This Project seeks to build off of the high-level planning efforts completed throughout the corridor and advance the corridor through alternatives development and prepare and finalize appropriate Caltrans project initiation documents. Alameda CTC is embarking on this corridor study for several reasons:

- *Accommodate anticipated growth:* Improving the person throughput of major arterial roadways like San Pablo is one of the primary remaining opportunities for expanding the capacity of the transportation system. New housing and jobs anticipated to develop along the corridor may result in higher traffic volumes. At the same time, the feasibility of adding new lanes on San Pablo Avenue is limited given the corridor's built-out nature and right-of-way constraints along much of the corridor. New capacity to accommodate growth must be gained through efficiency improvements within the existing right-of-way, and through development of more robust and effective non-auto options to enable more expedient reliable travel via all modes.
- *Address competing demands:* Arterials are an essential component of our transportation systems, connecting communities with each other, serving local and long-distance trips, serving major employment and activity centers, and serving as part of local neighborhoods. This wide range of functions means that arterials can suffer from competing demands and multiple "owners", with competition between modes as well as between uses of space for things such as parking, public space, and landscaping. This multimodal, multijurisdictional project will include participation of all local jurisdictions along the corridor, Caltrans, AC Transit, and BART, and will consult with other appropriate transit operators such as WestCAT and the Emery-Go-Round over the course of the project; all these partners will be essential to defining and advancing substantial improvements to the corridor. The project will also consider the entire San Pablo travel corridor including parallel streets which will help address the competing demands.

- *Improve transit performance and increase ridership:* Despite its strongly transit-supportive land use, transit service in this corridor suffers delays and poor on-time performance due to moderate to severe traffic congestion on several key segments, including near BART stations. In order to increase transit ridership in support of regional and local sustainability goals, local development plans, and growth in PDAs, improving transit performance on San Pablo is critical.
- *Implement Complete Streets:* Over the past decade, the Complete Streets movement has redefined transportation planning by considering how all modes use a city's roadways collectively. Cities along the corridor have developed local Complete Streets policies, but the individual agency activities have not been brought together in a comprehensive, systematic way for the entire San Pablo travel corridor, including San Pablo and parallel streets.
- *Improve safety:* The corridor shows high rates of collisions, affecting the safety of all users. The corridor includes significant pedestrian activity directly along San Pablo, which is expected to increase given the growth and land uses planned for the corridor. Identification and implementation of safety improvements is necessary to make the corridor an inviting and safe place to walk and bike.
- *Stakeholder buy-in:* In order to transition from high-level planning to an implementable multimodal improvement plan, it is necessary to ensure that alternatives are consistent with how residents, merchants, and other stakeholders use the San Pablo Avenue corridor (or wish to use the corridor) and to assess the acceptability of proposed modifications to the corridor.

There is ample opportunity in the San Pablo Corridor to improve efficiency and safety for all modes, reduce conflicts, enhance the corridor's ability to carry more people in a more reliable manner, and better serve everyone using the corridor. As such, the purposes of the study are:

- To improve safety for all modes
- To accommodate growth by improving efficiency and reliability and expanding person-throughput within existing right-of-way
- To improve comfort and quality of trip for all users
- To enhance the sense of place throughout the corridor and support local land use and economic development priorities

**Procurement:** In order to provide the consultant resources necessary for the successful delivery of the Project, Alameda CTC released RFP #R17-0007 in January 2017. Alameda CTC received four proposals on February 13, 2017 from the following firms:

- Cambridge Systematics, Inc.
- CDM Smith, Inc.
- Kimley Horn & Associates, Inc.



- MIG, Inc.

An independent selection panel composed of representatives from AC Transit, Caltrans, Emeryville, Oakland, Berkeley, Albany, WCCTAC and Alameda CTC reviewed the proposals and shortlisted two (2) firms. Consultant interviews were conducted on March 22, 2017.

Proposers were evaluated and scored based on the following criteria:

- Knowledge and Understanding of the required services and scope of work.
- Management Approach and Staffing Plan to performing scope of work efficiently and effectively. The ability and willingness to work within a managed contract budget, scope of work, and schedule of deliverables.
- Qualifications of the Proposer Firm and ability of the consultant team and key staff in performing the scope of work
- Effectiveness of Interview – Overall interview discussions and presentation.
- Ability to meet or exceed applicable LBE and SLBE Goals: This RFP and the resulting Contract are subject to the Local Business Contract Equity Program established by Alameda CTC.

At the conclusion of the evaluation process, the selection panel ranked the two teams in the following order:

1. Kimley-Horn & Associates
2. CDM Smith

The Professional Services Agreement scope will include:

- Stakeholder and community engagement
- Detailed existing conditions and market analysis
- Establishment of project purpose, goals and performance measures
- Alternatives development, evaluation and refinement
- Conceptual engineering, environmental analysis and cost estimates for a limited set of alternatives
- Initiation of project development

Kimley-Horn & Associates is a well-established local firm and its team is comprised of several Alameda CTC certified local, small local, and very small local firms. In the event Alameda CTC does not reach agreement with Kimley-Horn & Associates, negotiations will proceed with the second highest ranked proposer from the ranking list, shown above.

**Recommendation:** Staff recommends that the Commission approve and authorize the Executive Director, or his designee, to negotiate and execute Professional Services Agreement A17-0071 with Kimley-Horn & Associates for a not-to-exceed amount of \$3,650,000 to provide Planning and Engineering Services. It is anticipated to be a two-year effort.

In addition, staff recommends that the Commission authorize the Executive Director, or his designee, to execute a funding agreement with CCTA and WCCTAC to receive their \$250,000 contribution to the Project.

**Levine Act Statement:** The Kimley-Horn & Associates Team did not report a conflict in accordance with the Levine Act.

**Fiscal Impact:** The action will authorize the encumbrance of \$2,700,000 in previously allocated Project funds (Measure BB) and an additional \$700,000 in Project funds (Measure BB) pending approval of the 2018 CIP, for subsequent expenditure. This amount is included in the Project Funding Plan, and sufficient budget has been included in the Alameda CTC Adopted FY2016-17 Operating and Capital Program Budget. The additional \$250,000 will be provided by CCTA, in partnership with WCCTAC, through a funding agreement.

**Staff Contact:**

[Carolyn Clevenger](#), Director of Planning

[Cathleen Sullivan](#), Principal Transportation Planner



# Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** April 20, 2017

**SUBJECT:** Update on Transportation Demand Management (TDM)

**RECOMMENDATION:** Receive an update on Alameda CTC's TDM Efforts.

## Summary

Many of the activities, projects, and programs undertaken by the Alameda CTC contribute to our overall transportation demand management goal of supporting travel during non-peak periods and by modes other than driving alone. Alameda CTC also manages a specific Transportation Demand Management (TDM) Program, which brings together program specific strategies and efforts that complement our broader planning and projects portfolio in order to ensure coordinated and efficient delivery of TDM strategies. Alameda CTC is working to unite current activities into a comprehensive TDM program with an enhanced focus on the following major work areas: communications and promotion, regional coordination, and local government outreach and engagement. Bringing various efforts together as part of one coordinated program allows Alameda CTC to identify synergies between efforts and most efficiently deliver these programs throughout the county. Alameda CTC approaches TDM as a way to leverage the multimodal infrastructure investments being made throughout the county. Staff will present an update on our comprehensive TDM activities and efforts that have been identified for future implementation.

## Background

Transportation Demand Management (TDM) strategies have historically included a disparate collection of activities, including promotion, incentives, and education to encourage and support ridesharing, bicycling, walking, taking public transit, telecommuting, and flex work schedules, as well as parking management. This multi-pronged approach allows residents, employees, and visitors to Alameda County to have a wide range of choices for travel. There are several TDM efforts currently managed by the Alameda CTC that are designed to support travel during non-peak periods and by modes other than driving alone; they include:

- Guaranteed Ride Home (GRH) Program
- Commute Choices website

- Countywide Bicycle Safety Education and Training
- Safe Routes to School Program
- Affordable Student Transit Pass Program
- Travel Training for Seniors and People with Disabilities
- iBike advertising campaign (run in conjunction with Bike to Work Day)

In addition, Alameda CTC plans, funds, and delivers multimodal infrastructure needed to support safe and convenient travel by all modes. Alameda CTC approaches TDM as a way to leverage the multimodal infrastructure investments being made throughout the county. Some of these efforts include:

- Alameda CTC's Countywide Transit, Bicycle, Pedestrian, Multimodal Arterial, and Goods Movement Plans
- Alameda CTC's Multimodal Corridor Studies
- I-580 Express Lanes
- Public transit operations funding
- Public transit infrastructure investments
- Bicycle and pedestrian direct local distribution funding to cities

In order to ensure comprehensive and efficient delivery of TDM strategies, Alameda CTC is working to unite current activities into a comprehensive TDM program with an enhanced focus on the following major work areas: communications and promotion, regional coordination, and local government outreach and engagement. Staff will present an update on our comprehensive TDM approach, current TDM activities, and efforts that have been identified for future implementation.

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

#### **Staff Contact**

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

[Cathleen Sullivan](#), Principal Transportation Planner

[Kimberly Koempel](#), Assistant Transportation Planner



# Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** April 20, 2017

**SUBJECT:** Measure B, Measure BB, and Vehicle Registration Fee Programs Update

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

## Summary

This is an informational item on the status of the Measure B, Measure BB, and Vehicle Registration Fee (VRF) Programs. Alameda CTC is responsible for administering local funds collected from the 2000 Measure B and 2014 Measure BB transportation sales tax programs, and the 2010 VRF program. Collectively, the programs generate over \$270 million annually to support capital transportation improvements, roadway maintenance, transit, and paratransit operations within Alameda County.

Alameda CTC distributes Measure B/BB/VRF funds through two categorical types:

- 1) Direct Local Distributions (DLDs) - Monthly formula allocations distributed to eligible local jurisdictions and transit agencies.
- 2) Reimbursements - Payments made on a reimbursement basis after work is performed; i.e. capital projects and discretionary funded improvements.

Alameda CTC returns over half of all revenues collected through Measure B/BB/VRF back to the twenty local jurisdictions and transit agencies as DLD funds. For fiscal year 2016-2017 (FY2016-17), Alameda CTC projects approximately \$270.7 million in net Measure B/BB/VRF funds to be collected, of which DLD recipients will receive approximately \$149.7 million in DLD funds - \$72.2 million in Measure B, \$70.7 million in Measure BB, and \$6.8 million in VRF distributions.

DLD recipients use their allocations to implement locally prioritized transportation improvements that improve local access, safety, transit connectivity, infrastructure preservation and long-term system reliability. Recipient's DLD funded projects include bicycle/pedestrian safety and gap closures, street resurfacing and maintenance, transit operations, and transportation services for seniors and people with disabilities. DLD recipients are required to submit an end-of-year report to describe the specific expenditures and program achievements as part of the Annual Program Compliance Report. Recipients' Audited Financial Statements and Compliance reports for the FY 2015-

16 were due to Alameda CTC by December 31, 2016, and are currently under review. The Annual Program Compliance Summary for the FY 2015-16 reporting year will be presented to the Commission in June.

## Background

From the start of the 2000 Measure B, 2010 VRF, and 2014 Measure BB programs to the end of FY2016-17, Alameda CTC projects approximately \$1.1 billion in total DLD funds to local recipients (Attachment A – Historical Direct Local Distributions by Fund Program).

The Measure B/BB transportation sales tax programs provide the largest source of DLD funds that are distributed by formula from Alameda CTC to the fourteen cities, the County, and five transit agencies serving Alameda County. Measure B/BB DLDs are flexible funding sources that allows Alameda CTC and local jurisdictions to address a variety of Alameda County's transportation needs. Recipients may use their DLD local street and road (local transportation) funds to implement traditional roadway improvements such as pavement maintenance and rehabilitation, and also towards bicycle/pedestrian enhancements, and transit operations.

VRF program funds are distributed to the fourteen cities and the County, and used 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 FY2016-17, Alameda CTC's projections for DLD funding distribution by program category is depicted in Table 1 below.

<b>Table 1: Direct Local Distribution Projections (FY2016-17)</b> <i>(dollars in millions)</i>				
<b>DLD Programs</b>	<b>MB</b>	<b>MBB</b>	<b>VRF</b>	<b>Total</b>
<i>Local Streets and Roads (Local Transportation for MB/MBB)</i>	\$28.6	\$26.4	\$6.8	<b>\$61.8</b>
Mass Transit	\$27.2	\$28.5		<b>\$55.7</b>
Special Transportation for Senior and People with Disabilities ( <i>Paratransit</i> )	\$11.6	\$11.9		<b>\$23.5</b>
Bicycle and Pedestrian Safety	\$4.8	\$3.9		<b>\$8.7</b>
<b>TOTAL</b>	<b>\$72.2</b>	<b>\$70.7</b>	<b>\$6.8</b>	<b>\$149.7</b>

In terms of DLD expenditures, DLD recipients on average have expended annually below the amount of DLD funds received for the year. As a result, the fund balances across the DLD programs have increased with recipients building reserve funds for future and larger capital improvements. Per the most recent recipients' financial statements for FY2015-16, there is a collective fund balance of approximately \$86.2 million in DLD funds across all DLD recipients \$42.3 million in Measure B, \$34.3 million in Measure BB, and \$9.6 million in VRF funds (Attachment B).

In December 2015, Alameda CTC updated the DLD Timely Use of Funds Policies to encourage the expeditious expenditure of DLD funds. This policy states that a Recipient shall not carry a fiscal year ending fund balance greater than 40 percent of DLD revenue received for that same fiscal year for four consecutive fiscal years. Through the Annual Program Compliance Reporting process, Alameda CTC will monitor the fund balances for adherence to the policies. Currently, Alameda CTC staff, in conjunction with the Independent Watchdog Committee (IWC) are reviewing the financial statements and program compliance reports submitted by the DLD recipients for the reporting FY2015-16. In June 2017, Alameda CTC will provide a status update on the DLD fund balances, recipients' program compliance, and DLD accomplishments as part of the Annual Program Compliance Report to the Commission.

Alameda CTC also distributes discretionary Measure B, Measure BB, and VRF funds through several grant programs for bicycle/pedestrian, transit, paratransit, freight, technology, and community development related projects. To streamline the programming and allocation of these funds, Alameda CTC consolidated the programming of all funds under Alameda CTC's purview into one single process and document referred to as the Alameda CTC Comprehensive Investment Plan (CIP). The CIP targets available funds towards transportation priorities in Alameda County over a five-year horizon.

Programming recommendations for the 2018 CIP (fiscal years 2017/18 to 2021/22) are being considered by the Commission this month, with a two-year allocation plan for the first two fiscal years of the CIP. The 2018 CIP includes the coordination of local Measure B/BB/VRF funds with other Alameda CTC administered funding including the Federal One Bay Area Grant Cycle 2 (OBAG 2) and the Transportation Fund for Clean Air (TFCA) Programs for selected improvements ranging from capital infrastructure, planning studies, transit operations, and program activities. The 2018 CIP is developed from sponsor submitted projects and program nominations that demonstrated project merits against the CIP project selection criteria and funding program criteria. The 2018 CIP includes programming and allocation recommendations to projects that fulfill the countywide transportation system's vision and goals, achieve multi-modal plans priorities, support fund leveraging, and are ready for implementation from pre-construction to construction phases.

**Fiscal Impact:** There is no significant fiscal impact due to this item.

#### **Attachments**

- A. Historical Direct Local Distributions by Fund Program
- B. Measure B/BB/VRF Direct Local Distribution Fund Balances

#### **Staff Contact**

[Vivek Bhat](#), Director of Programming and Project Controls

[John Nguyen](#), Senior Transportation Planner

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**Measure B/Measure BB/Vehicle Registration Fee  
Historical Direct Local Distributions<sup>1</sup>**

<b>Fiscal Year</b>	<b>Measure B</b>	<b>Measure BB</b>	<b>Vehicle Registration Fee</b>	<b>Total</b>
FY 01/02	\$12,006,000			\$12,006,000
FY 02/03	\$49,455,451			\$49,455,451
FY 03/04	\$53,086,000			\$53,086,000
FY 04/05	\$54,404,793			\$54,404,793
FY 05/06	\$59,357,051			\$59,357,051
FY 06/07	\$61,176,456			\$61,176,456
FY 07/08	\$62,543,374			\$62,543,374
FY 08/09	\$54,501,184			\$54,501,184
FY 09/10	\$50,808,873			\$50,808,873
FY 10/11	\$56,693,936		\$527,810	\$57,221,746
FY 11/12	\$60,556,173		\$6,978,012	\$67,534,185
FY 12/13	\$64,812,051		\$6,877,080	\$71,689,131
FY 13/14	\$66,662,145		\$7,221,595	\$73,883,740
FY 14/15	\$69,516,036	\$13,429,323	\$7,369,866	\$90,315,225
FY 15/16	\$72,008,976	\$69,875,475	\$7,421,869	\$149,306,320
FY 16/17 <sup>2</sup>	\$72,224,023	\$70,742,549	\$6,840,000	\$149,806,572
<b>Total</b>	<b>\$919,812,522</b>	<b>\$154,047,347</b>	<b>\$43,236,232</b>	<b>\$1,117,096,101</b>

Notes:

1. Distributions are from the fiscal year start of each respective funding program. July 1 to June 30.
2. Alameda CTC Direct Local Distribution Projections for Fiscal Year 2016-2017.

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**Measure B/Measure BB/Vehicle Registration Fee**  
**Direct Local Distribution Fund Balances<sup>1</sup>**  
*(As of the start of Fiscal Year 2016-17)*

<b>Jurisdiction:</b>	<b>Measure B</b>	<b>Measure BB</b>	<b>Vehicle Registration Fee</b>	<b>Total</b>
AC Transit	\$4,307,532	\$4,686,801		\$8,994,333
BART	\$0	\$0		\$0
LAVTA	\$0	\$0		\$0
WETA	\$1,777,126	\$100,576		\$1,877,702
ACE	\$2,777,950	\$1,452		\$2,779,402
Alameda County	\$2,025,682	\$3,111,405	\$795,013	\$5,932,100
City of Alameda	\$4,220,309	\$2,007,504	\$620,460	\$6,848,273
City of Albany <sup>2</sup>	\$268,890	\$339,218	\$154,790	\$762,898
City of Berkeley	\$2,289,359	\$3,521,419	\$825,140	\$6,635,919
City of Dublin	\$826,958	\$626,195	\$215,224	\$1,668,377
City of Emeryville	\$962,237	\$320,052	\$131,081	\$1,413,370
City of Fremont	\$2,488,555	\$2,416,806	\$949,487	\$5,854,848
City of Hayward	\$3,815,761	\$3,182,029	\$1,046,299	\$8,044,089
City of Livermore	\$2,112,181	\$993,560	\$750,278	\$3,856,019
City of Newark	\$789,539	\$612,076	\$256,004	\$1,657,619
City of Oakland	\$10,214,483	\$9,276,907	\$2,389,868	\$21,881,258
City of Piedmont	\$82,292	\$23,752	\$3,185	\$109,229
City of Pleasanton	\$696,163	\$1,100,578	\$395,672	\$2,192,413
City of San Leandro	\$2,340,457	\$1,706,819	\$636,938	\$4,684,214
City of Union City	\$306,691	\$257,566	\$424,964	\$989,221
<b>Total</b>	<b>\$42,302,165</b>	<b>\$34,284,716</b>	<b>\$9,594,403</b>	<b>\$86,181,284</b>

Notes:

1. The table above reflects fund balances from the Measure B/BB/VRF Direct Local Distribution Recipients' FY 2015-16 Audited Financial Statements. Thus, the FY 2015-16 Ending Fund Balance contained in these reports is the starting fund balance for FY 2016-17.

2. The City of Albany's FY 2015-16 Audited Financial Statements are currently under review, fund balance figures shown here are subject to change until the statements are finalized.

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# Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** April 20, 2017

**SUBJECT:** Alameda CTC Measure BB Capital Project Delivery Plan

**RECOMMENDATION:** Receive an update on the Alameda CTC Measure BB Capital Project Delivery Plan.

## Summary

This is an informational item on the Alameda CTC Measure BB Capital Project Delivery Plan. In March 2016, the Commission approved the initial Measure BB Capital Project Delivery Plan (CPDP) which jump started the implementation of a suite of capital improvements to be sponsored and delivered by Alameda CTC with funds from Measure BB. The approved plan recommended 20 projects across various modes and at different stages of development throughout Alameda County. The initial projects were selected for delivery by Alameda CTC because they:

1. Are regionally significant.
2. Offer significant benefits to the traveling public.
3. Have the ability to leverage Measure BB investments to attract external funding.
4. Require coordination with other ongoing projects.
5. Require extensive interagency coordination, multiple contracts/agreements, and/or interface with the community.

With the Commission's approval, Alameda CTC's project delivery team has moved aggressively with the implementation of the recommended projects. This update focuses on the progress of the early start projects, including refinements made to the delivery method and/or project scope, an overview of the management of oversight projects, and capital program strategies to ensure the most effective and efficient use of Alameda CTC administered capital funds for the successful delivery of Alameda CTC's Capital Program.

## Background

The passage of Measure BB in November 2014 provided an opportunity to continue the delivery legacy of the 1986 and 2000 Measure B. To put the Measure BB funds to use as quickly as possible, Alameda CTC began the distribution of Measure BB Direct Local

Distribution in June 2015 upon receipt of the first payment from the State Board of Equalization (BOE). The Countywide Transportation Plan (CTP) update which began June 2015 provided insights into the transportation capital needs across Alameda County. In support of the CTP process, the FY 2015-16 Comprehensive Investment Plan (FY 15-16 CIP) authorized funds for scoping to allow all sponsors to develop project implementation strategies for candidate programs and projects in the CTP that could be considered for funding in future CIP cycles. From the CTP applications received, Alameda CTC identified some initial roadway improvements that Alameda CTC could implement with its delivery experience and flexible resources. In March 2016, Alameda CTC proposed the implementation of a suite of capital improvements to be sponsored and delivered by Alameda CTC with funds from Measure BB. The group of 20 projects span across various transportation modes at different stages of development. These early start projects were selected for delivery by Alameda CTC because they:

1. Are regionally significant.
2. Offer significant benefits to the traveling public.
3. Have the ability to leverage Measure BB investments to attract external funding.
4. Require coordination with other ongoing projects.
5. Require extensive interagency coordination, multiple contracts/agreements, and/or interface with the community.
6. Deliver roadway focused components.

In July 2016, in addition to providing funding for projects within the CPDP, funding was also approved for named-capital projects and a group of discretionary funded projects that had a significant amount of committed sponsor funding and were prepared to move into the construction phase.

This update focuses on the progress of the early start projects, including refinements made to the delivery strategy and/or scope, an overview of the management of oversight projects, and recommended improvements to capital program strategies to ensure the most effective and efficient use of Alameda CTC administered capital funds for the successful delivery of Alameda CTC's Capital Program.

Table A provides a summary of the 23 projects currently proposed to be implemented by Alameda CTC. As of April 2017, projects are being developed through various phases of the delivery spectrum, including:

- Scoping (13 projects)
- Preliminary Engineering/Environmental (6 projects)
- Design (2 projects)
- Construction (2 projects)

These projects have programmed Measure BB funding totaling \$546.1 M. For these projects, Alameda CTC will provide all resources to deliver each phase component. Staff anticipates that the number of projects to be implemented by Alameda CTC will increase

given that many of these projects are still in the early phases of delivery and may result in some projects being segmented into multiple construction contracts to increase local contracting opportunities and foster bidding competition. The following eight projects have segmentable project components that would likely result in multiple construction contracts:

Project	Phase
I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest/Industrial Parkway)	Scoping
San Pablo (SR 123) Multimodal Corridor	Scoping
Telegraph Multimodal Corridor	Scoping
I-580 Freeway Corridor Management System	Scoping
I-880 Interchange Improvements (Winton Ave./A St.)	Scoping
Oakland/Alameda Freeway Access Project ( Formerly I-880/Broadway-Jackson)	Environmental
7th Street Grade Separation and Port Arterial Improvements	Environmental
East Bay Greenway - Lake Merritt to South Hayward	Environmental

In addition to the six considerations noted previously to determine whether Alameda CTC should lead the delivery of a project, Alameda CTC also considers how much Alameda CTC administered funds will be awarded to the project, the sponsor's current ability to deliver the project, and also the possibility of combining projects within or across jurisdictions in early phases.

The Transportation Expenditure Plan (TEP) contains nine named-capital projects that will be implemented by local sponsors for which Alameda CTC will provide Project Management Oversight (PMO). A total of \$610 M in funding is authorized by the 2014 TEP for these projects. Due to the complexity and significant funding authorized to these projects, a higher level of oversight is anticipated. General PMO activities include the preparation of Project Funding Agreements, participation in the procurements for both professional services and construction contracts initiated by local jurisdictions; providing Local Business Contract Equity support, performing proposal evaluations, and assessing

bids. Support is also provided to project managers and invoice preparers to ensure requests for reimbursements are adequately supported and rework minimized. For these more complex projects, attendance at jurisdictional meetings, participation in technical advisory committees, and review of external funding sources are just some of the additional activities that will be required to ensure projects approved by voters are delivered in a timely and cost effective manner.

With each new CIP cycle, allocations to sponsors from the nine capital program categories listed below will generate additional PMO projects. These, unlike the named-capital projects, generally cover one project development phase and have a significant amount of local match funds invested into the project. For these less complex and lower risk projects, a reduced level of oversight is applied. Each new CIP cycle is anticipated to generate between 10-15 awards from these program categories.

1. I-580 Local Interchange Improvement Program
2. I-880 Local Access and Safety Improvements
3. Capitol Corridor Service Expansion
4. BART Station Modernization and Capacity Program
5. Congestion Relief, Local Bridge Seismic Safety
6. Gap Closure on Three Major Trails
7. Railroad Corridor Right of Way Preservation and Track Improvements
8. Dumbarton Corridor Area Transportation Improvements
9. Countywide Freight Corridors

Resources to perform both Project Management and PMO activities are from a combination of internal staff and the consultant community. In the coming years, as the current projects move from scoping into design and eventually construction, Alameda CTC is strategically planning its resources for the work ahead. Best management practices in combination with lessons learned from the two prior sales tax measures will be assembled into a comprehensive Project Management and Delivery Guideline which will provide guidance and direction to assist the Project Delivery Team in effectively and uniformly administering and delivering Alameda CTC's growing Capital Program. A list of program strategies that have been identified for further evaluation are as follows:

1. Alameda CTC's roles and responsibilities during the environmental process.
2. Establishment of consistent stakeholder engagement for projects during the environmental phase and development of tools to allow for the appropriate level of engagement through a project's life cycle.
3. Methodology to determine which projects should have an early investment to complete the environmental phase in order to position for leveraging opportunities.
4. Establishment of a Capital Risk Reserve to address risk areas that are difficult to estimate or the range of the cost is significant. Examples include right-of-way acquisition, environmental mitigation, hazardous materials, soils conditions, and utility relocations.



5. Updating Alameda CTC's existing guidelines including: Construction Management Guidelines and Estimating Guidelines
6. Evaluation of the applicability of alternative delivery methods (ADM) for Alameda CTC's capital program. ADM under consideration include Design Build, Public Private Partnerships, and Construction Manager/General Contractor.
7. Methodology to determine level of investment into a future phase that is not fully funded.

With many of the projects currently in the scoping and environmental phases, priority will be focused on defining guidelines pertinent to these early phases. A summary of the environmental clearance methodology for Alameda CTC implemented projects currently in the environmental phase has been provided as Attachment B.

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

#### **Attachments**

- A. Alameda CTC Measure BB Capital Project Delivery Plan Summary
- B. Alameda CTC Implemented Projects: Environmental Clearance Summary

#### **Staff Contact**

[Trinity Nguyen](#), Director of Project Delivery

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Measure BB Capital Project Delivery Plan Summary																										
Index	Alameda CTC Project No.	Planning Area	Project Name (Note 1)	Project Type	Project Sponsor	Method	Program (Note 2)	Current Phase (Note 3)	Construction Schedule (Note 4)		TEP No.	Project Cost Estimate (\$ x million) (Note 5)						Project Funding Sources (\$ x million) (Note 6)								Total Funding (All Sources)
									Begin	End		Scoping	PE/Env	Design	R/W	Constr	Total Cost	Alameda CTC Administered Funds			Leveraged Funds					
																		1986 MB (ACTA)	2000 MB (ACTIA)	2014 MBB <sup>(1)</sup>	Federal	State	Regional	Other Local	Other (TBD)	
1	1392.000	MULT	Alameda County Rail Strategy	GM	Alameda CTC	PM	2014 MBB	Scoping	N/A	N/A	S-27	1.1					1.1	0.0	0.0	0.3	0.9	0.0	0.0	0.0	0.0	1.1
2	1448.000	E	I-580/I-680 Interchange Improvements	Hwy	Alameda CTC	PM	2014 MBB	Scoping	TBD	TBD	33	1.0	TBD	TBD			1.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0
3	1468.022	S	I-680 HOV/HOT Lane between SR 84 and Alcosta	Hwy	Alameda CTC	PM	2014 MBB	Scoping	TBD	TBD	S-35	1.5	TBD	TBD			1.5	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0
4	1451.000	C	I-880 NB HOV/HOT Extension from A Street to Hegenberger	Hwy	Alameda CTC	PM	2014 MBB	Scoping	TBD	TBD	36	0.1	TBD	TBD			0.1	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0
5	1453.000	C	<b>I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest/Industrial Parkway)</b>	Hwy	Alameda CTC	PM	2014 MBB	Scoping	Jun 2023	Dec 2025	38/39	1.8	9.5	15.0	5.0	92.8	124.1	0.0	0.0	104.0	0.0	0.0	0.0	0.0	20.1	124.1
6	1472.000	S	SR262 (Mission Blvd) Cross Connector	Hwy	Alameda CTC	PM	2014 MBB	Scoping	TBD	TBD	S-40	1.5					1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.5
7	1475.000	N	<b>San Pablo (SR 123) Multimodal Corridor</b>	LSR	Alameda CTC	PM	2014 MBB	Scoping	TBD	TBD	S-26	3.0					3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0
8	1476.000	S	E. 14th/Mission and Fremont Blvd. Multimodal Corridor	LSR	Alameda CTC	PM	2014 MBB	Scoping	TBD	TBD	S-26	2.1					2.1	0.0	0.0	1.8	0.0	0.0	0.0	0.3	0.0	2.1
9	TBD	N	<b>Telegraph Multimodal Corridor</b>	LSR	Alameda CTC	PM	2014 MBB	Scoping	TBD	TBD	S-26	2.3					2.3	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	2.3
10	TBD	N	Ashby Avenue Multimodal Corridor	LSR	Alameda CTC	PM	2014 MBB	Scoping	TBD	TBD	S-26	1.0					1.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.8
11	TBD	N	University Avenue Multimodal Corridor	LSR	Alameda CTC	PM	2014 MBB	Scoping	TBD	TBD	S-26	1.5					1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.5
12	TBD	E	<b>I-580 Freeway Corridor Management System</b>	Hwy	Alameda CTC	PM	2014 MBB	Scoping	TBD	TBD	S-26	5.1					5.1	0.0	0.0	5.1	0.0	0.0	0.0	0.0	0.0	5.1
13	1471.000	C	<b>I-880 Interchange Improvements (Winton Ave./A St.)</b>	Hwy	Alameda CTC	PM	2014 MBB	Scoping	TBD	TBD	S-40	1.5					1.5	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.5
14	1444.000	N	I-80 Gilman Interchange Improvements	Hwy	Alameda CTC	PM	2014 MBB	PE/Env	Jan 2020	Jan 2022	29	0.8	3.6	3.7	1.5	24.3	33.8	0.0	0.0	24.0	1.1	0.0	0.0	0.3	8.4	33.8
15	1445.000	N	I-80 Ashby Interchange Improvements	Hwy	Alameda CTC	PM	2014 MBB	PE/Env	Apr 2021	Dec 2023	30	0.0	4.0	5.5	1.5	41.0	52.0	0.0	0.0	52.0	0.0	0.0	0.0	0.0	0.0	52.0
16	1386.000	E	Route 84 - Pigeon Pass to I-680 & SR84/I-680 Interchange	Hwy	Alameda CTC	PM	2000 MB +	PE/Env	Apr 2021	Dec 2023	31	0.0	7.9	15.7	30.5	165.9	220.0	0.0	1.0	122.0	0.0	0.0	0.0	14.9	82.1	220.0
17	1196.000	N	<b>Oakland/Alameda Freeway Access Project (Formerly I-880/Broadway-Jackson)</b>	Hwy	Alameda CTC	PM	2000 MB	PE/Env	Jan 2022	Dec 2024	37	2.2	5.4	6.0	1.0	68.5	83.1	0.0	8.1	75.0	0.0	0.0	0.0	0.0	0.0	83.1
18	1442.000	N	<b>7th Street Grade Separation and Port Arterial Improvements</b>	GM	Alameda CTC	PM	2014 MBB	PE/Env	TBD	TBD	S-27	0.0	15.0	18.0			33.0	0.0	0.0	33.0	0.0	0.0	0.0	0.0	0.0	33.0
19	1457.001	MULT	<b>East Bay Greenway - Lake Merritt to South Hayward</b>	BP	Alameda CTC	PM	2014 MBB	PE/Env	TBD	TBD	S-42	0.0	6.1				6.1	0.0	0.0	3.5	2.6	0.0	0.0	0.0	0.0	6.1
20	1177.000	S	I-880 to Mission Blvd East-West Connector	LSR	Alameda CTC	PM	1986 MB	PS&E	Oct 2018	Oct 2020	TBD	0.0	5.3	16.9	95.2	202.4	319.8	88.8	0.0	0.0	0.0	12.0	0.0	9.0	210.0	319.8
21	1369.000	S	<b>I-680 Sunol Express Lanes - Northbound (Auto Mail Parkway to SR84) <sup>2</sup></b>	Hwy	Alameda CTC	PM	2000 MB +	PS&E	Sept 2017	Mar 2020	S-35	0.0	9.0	18.3	6.7	197.0	230.9	0.0	14.5	40.0	32.6	20.9	0.0	123.0	0.0	231.0
22	1210.002	E	Route 84 Expressway - South Segment	Hwy	Alameda CTC	PM	2000 MB +	Construction	Oct 2015	Dec 2018	32	1.4	8.8	13.8	22.0	59.4	105.4	0.0	34.9	10.0	0.0	47.0	0.0	13.5	0.0	105.4
23	1367.000	N	I-880 North Safety and Operational Improvements at 23rd and 29th	Hwy	Alameda CTC	PM	Prop 1B	Construction	Jul 2014	Sept 2018	S-40	0.0	5.8	9.9	11.6	83.3	110.6	0.0	4.9	5.0	1.8	79.9	12.3	6.6	0.0	110.7
24	1430.000	N	Grand/MacArthur BRT	T	AC Transit	PMO	2014 MBB	Scoping	TBD	TBD	15	0.1	TBD	TBD			0.1	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	6.0
25	1431.000	N	College/Broadway Corridor Transit Priority	T	AC Transit	PMO	2014 MBB	Scoping	TBD	TBD	16	0.1	TBD	TBD			0.1	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0
26	1437.000	S	Union City Intermodal Station	T	Union City	PMO	2014 MBB	Scoping	TBD	TBD	22	0.1	TBD	TBD			0.1	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	75.0
27	1439.000	N	Oakland Broadway Corridor Transit	T	Oakland	PMO	2014 MBB	Scoping	TBD	TBD	24	0.6	TBD	TBD			0.6	0.0	0.0	10.0	0.0	0.3	0.0	0.0	0.0	10.3
28	1429.000	N	Alameda to Fruitvale BART Rapid Bus	T	AC Transit	PMO	2014 MBB	Scoping	Aug 2019	Jun 2020	14	0.5	0.5	0.5	0.0	8.3	9.8	0.0	0.0	9.0	0.0	0.0	0.0	0.8	0.0	9.8
29	1433.000	C	Bay Fair Connector/BART METRO	T	BART	PMO	2014 MBB	Scoping	Jul 2021	Jan 2022	18	0.5	5.0	34.3	13.1	47.1	99.9	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0
30	1435.000	E	BART to Livermore Extension - Phase 1	Hwy	BART	PMO	2014 MBB	PE/Env	TBD	TBD	20	0.6	16.6	80.0	125.0	1045.0	1267.2	0.0	0.0	400.0	0.0	1.7	9.1	143.6	712.8	1,267.2
31	1432.000	S	Irvington BART Station	T	Fremont	PMO	2014 MBB	PE/Env	TBD	TBD	17	0.0	5.4	9.3	34.3	86.3	135.4	0.0	0.0	120.0	0.0	0.0	0.0	0.0	15.4	135.4
32	1428.000	MULT	East Bay Bus Rapid Transit	MT	AC Transit	PMO	2000 MB +	Construction	Nov 2014	Nov 2017 <sup>(1)</sup>	13	4.4	16.0	17.4	1.3	143.2	182.4	0.0	11.7	10.0	81.4	13.6	60.6	5.3	0.0	182.5
<b>Named Capital and Alameda CTC Implemented (PM) Projects Subtotal:</b>												<b>34.8</b>	<b>123.9</b>	<b>264.1</b>	<b>348.7</b>	<b>2,264.7</b>	<b>3,036.2</b>	<b>88.8</b>	<b>75.1</b>	<b>1,286.1</b>	<b>120.3</b>	<b>175.4</b>	<b>82.0</b>	<b>317.3</b>	<b>1,048.7</b>	<b>3,193.8</b>

Index	Program Category	Method	TEP Amount (\$ x million)	Discretionary Projects Sponsored by Other Jurisdictions 2014 BB Allocations by Phase (\$ x million)						Named and PM Projects (\$ x million)	2014 MBB Balance
				Scoping	PE/Env	Design	R/W	Constr	Total		
A	Local Streets and Roads	PMO	800.0	1.7	0.0	1.3	0.0	75.7	78.7	47.4	674.0
B	Highways	PMO	113.0	0.6	0.0	0.0	0.0	0.0	0.6	8.0	104.0
C	Commuter Rail	PMO	270.0	0.3	0.0	0.0	0.0	0.0	0.3	0.0	269.7
D	BART	PMO	90.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	89.9
E	Bicycle and Pedestrian	PMO	264.0	0.6	0.0	0.0	0.0	0.0	0.6	3.5	259.9
Subtotal:			1,537.0	3.3	0.0	1.3	0.0	75.7	80.3	58.9	1,397.9

**Notes:**

- Projects in **bolded/italicized** font denote projects that are likely to result in multiple construction contracts.
- Initiating programs are identified. "+" denotes those projects that are specifically named in more than one program.
- The current phase shown is based on available information as of the date of this update.
- Construction schedules shown are subject to change based on project delivery activities. Begin Construction date shown is typically the expected contract award date.
- Shading denotes underfunded phase.
- The funding amounts shown are subject to change based on programming and allocation activities by various funding agencies other than the Alameda CTC.
- End Construction dates for BART or AC Transit capital projects reflect the point at which revenue service is estimated to begin.
- For named projects in the 2014 TEP, the Measure BB funding shown reflects total programmed value.
- For all other projects with Measure BB funding, the amount shown reflects the allocated amount.
- Other Local funding includes \$120 M loan from 2000MB to be paid back from future toll revenues.
- Reflects authorizations through CIP FY 15-16 (Update) approved July 2016. **Project information updated through March 2017.**

**Legend:**

**Planning Area**

N North: Includes Alameda, Albany, Berkeley, Emeryville, Oakland and Piedmont

S South: Includes Fremont, Newark, and Union City

C Central: Includes Hayward and San Leandro, and the unincorporated areas of Castro Valley and San Lorenzo, as well as other unincorporated lands in that area

E East: Includes Dublin, Livermore, and Pleasanton, and all unincorporated lands in that area

**Implementation Method**

PM Project Management - projects implemented by Alameda CTC

PMO Project Management Oversight - projects implemented by other jurisdictions

TEP No. Measure BB Transportation Expenditure Plan No.

S - # Denotes a suballocation from a TEP No.

**Project Type**

T Transit

MT Mass Transit

Hwy Highway

BP Bike and Pedestrian

LSR Local Streets and Roads

GM Goods Movement

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Alameda CTC Implemented Projects: Environmental Clearance Summary							Schedule <sup>2</sup>				
Index No.	Alameda CTC Project No.	Project Name	Document Type		Lead Agency	Public/Agency Engagement	Begin Environmental Studies	Circulate Draft Environmental Document (DED)	Comment Period (days)	Public Hearing	End Environmental Document (FED)
			CEQA	NEPA							
1	1444.000	I-80 Gilman Interchange Improvements	IS	EA	Caltrans	Open House (4/2016) Advisory Committees (var) Stakeholders (var)	Feb 2016	Apr 2018	30	May 2018	Dec 2018
2	1445.000	I-80 Ashby Interchange Improvements	EIR	EA	Caltrans	TBD	Jul 2017	July 2018	45	Aug 2018	Dec 2018
3	1386.000	Route 84 - Pigeon Pass to I-680 & SR84/I-680 Interchange	EIR	EA	Caltrans	Scoping Meetings (5/2016)	Jun 2015	Dec 2017	45	Jan 2018	Jun 2018
4	1196.000	Oakland/Alameda Freeway Access Project ( Formerly I-880/Broadway-Jackson)	EIR	EA	Caltrans	Open House City Council Businesses Communities	Mar 2015	Apr 2018	45	Jan 2019	Jun 2019
5	1442.000	7th Street Grade Separation and Port Arterial Improvements	CE	Note 1	PORT	Tenants Labor Railroad City, MTC, Caltrans	Aug 2016	N/A	N/A	N/A	Jun 2017
6	1457.001	East Bay Greenway - Lake Merritt to South Hayward	IS/MND	CE	Alameda CTC (CEQA) Caltrans (NEPA)	Open House Cities Advisory Committees Regional Agencies	Oct 2016	Oct 2017	30	N/A	Apr 2018

**LEGEND:**

CEQA California Environmental Quality Act: Categorical Exemption (CE), Initial Study (IS)- Negative Declaration (ND) or Mitigated Negative Declaration (MND)  
Environmental Impact Report (EIR)- Notice of Determination (NOD), Addendum (AD), Supplemental (SUP)

NEPA National Environmental Policy Act: Categorical Exclusion (CE), Environmental Assessment (EA) -Finding of No Significant Impact (FONSI),  
Environmental Impact Statement (EIR) - Record of Decision (ROD), Reevaluation (RE), Supplemental (SUP)

**NOTES:**

1. Currently clearing CEQA only. NEPA can be obtained in six months from notice of federal funding.
2. Schedule accurate as of March 2017. Future dates may adjust due to project progress.

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# Memorandum

6.8

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** April 20, 2017

**SUBJECT:** Port of Oakland Briefing

**RECOMMENDATION:** Receive update from the Port of Oakland on overall activity and key initiatives at the Port of Oakland.

## Summary

At the January 9, 2017 Goods Movement Planning Committee meeting, the Port of Oakland presented its latest Port Emissions Inventory. The Emissions Inventory found that diesel emissions from trucks serving the Port of Oakland declined 98 percent from 2005 to 2015, and that emissions from ships declined 75 percent. At the Committee's meeting on April 10, 2017, John Driscoll, Maritime Director at the Port of Oakland, will provide an overview of business activities and key initiatives at the Port of Oakland.

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

## Staff Contact

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

[Carolyn Clevenger](#), Director of Planning

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## Port of Oakland Overview

### The Port of Oakland is a landlord port with

- 6 Marine Terminals, approximately 800 acres
- 3 Marine Terminal Operators: SSA, TraPac, EverPort
- 33 ship-to-shore cranes
- Nearly 2,000 vessel calls per year with 25 ocean carriers
- Over 2.3 million TEUs handled per annum
- Ship navigation channels of -50 foot depth

### In the Northern California market, the Port of Oakland

- Handles 99% of the area's containerized goods
- Serves a local market of over 14.5 million consumers
- Reaches a regional market of over 37 million consumers

## Marine Terminal Characteristics

	OICT	Nutter	TraPac	OHT	Matson	Howard
Operator	SSA	Everport	TraPac	n/a	SSAT	n/a
Acres	270	74	123	166	80	50
Ship-to-Shore Cranes	10	4	7	4	4	4
AMP Capability	Yes	Yes	Yes	Yes	Yes	Yes
Berth Numbers	55, 56, 57, 58, 59	35, 37, 38 (+34)	25, 26, 30, 32 (+33)	20, 21, 22, 23, 24	60, 61, 62, 63	67, 68
Water Depth (MLLW)	-50 ft	-50 ft	-50 ft	-50ft	-42 ft	-42 ft

Water depth exceptions:


B20,B21 = -42 ft

## Port of Oakland – Key Events in 2016

- OHT **vessel services** shifted to OICT and TraPac
- **Extended gate hours** to reduce peak day-side volume
- **Gate appointment systems**
- Launched technology to **measure truck wait times**
- Handled the **largest container vessel** to ever call United States
- **Daylight-only restrictions lifted** for larger vessels by SFBP
- Concluded **Cool Port** lease
- Signed expansion agreement with **TraPac**
- Annual loaded **volume**:
  - ✓ Import volume year-to-date: **up 4.7%**
  - ✓ Export volume year-to-date: **up 10.5%**

2015 vs. 2016

## DrayQ: Street Wait-time Plus Turn-time



Port of Oakland ↻

<b>M</b>	MATSON	37m >
	SSA E.Back	31m >
	SSA East	34m >
	SSA West	1h 2m >
	TRAPAC	42m >
	Everport	38m >

### View Terminal Status and Download Application

The Port of Oakland shows you time, both for drivers to assess the optimum time to enter our terminals and for dispatchers and shippers to build efficient schedules. Use after two methods for you to know the time you need to leave today's location.

DrayQ				
	Current Average Wait Times	Indicators		
Terminal/Gate	Street Wait	Terminal Turn Time	Total Wait	Low   Med   High
<b>M</b> Matson	7m	13m	20m	
Everport	10m	51m	1h 1m	
TraPac	13m	38m	51m	
TraPac Berth 25	23m	23m	46m	
OICT West	16m	53m	1h 9m	
OICT East	4m	41m	45m	
OICT Back Gate	3m	28m	31m	
OICT Roundhouse	2m	32m	34m	

**Download the DrayQ™ application.**

<http://www.portofoakland.com/view-terminal-status-download-drayqtm-application/>

## Marine Terminal Improvements

### EverPort

- New Terminal Operating System
- Introduced gate appointment system
- Re-designed gate complex
- Replaced all container handling equipment

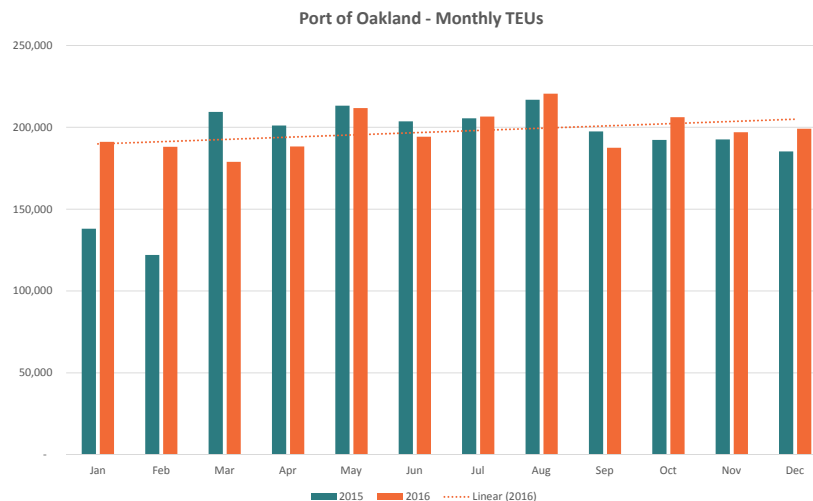
### TraPac

- TraPac expansion has been finalized
- \$28 million private investments committed at Berths 25-26 for expansion
- Night Gates Monday, Tuesday, Thursday

### OICT

- Leased additional 32 acres
- Purchased 6 new top-handler and 3 new side-handler machines
- Expanded import dray-off program & pre-mounting of import loads
- Introduced gate appointment system
- Implemented full night gate operations, Monday through Thursday

## 2016 Volumes Up 4%



# Seaport Emissions down 76% since 2005

OCTOBER 2016

**Meeting Our  
Clean Air  
Commitment**

**Overall Diesel  
Emissions  
Down  
76%**

In 2009, the Port of Oakland committed to achieving an 85% reduction in seaport-related diesel health risk by 2020 from a 2005 baseline.



# Big Ship Ready



## Investing in the Port's Future \*

- **\$244 million** in Grade Separation, Intelligent Transportation System & Traffic Circulation Improvements
- **\$100 million** in Rail Manifest and Support Tracks
- **\$90 million** in Cool Port
- **\$50 million** in Trapac Terminal
- **\$47 million** in Seaport Logistics Complex
- **\$25 million** in Oakland International Container Terminal
- **\$25 million** in Ben E. Nutter
- **\$12 million** in cranes \*\*
- **\$300k** in grain transload facilities

**\$600+ million**

\*\* Plus up to \$40 million in 4 new cranes in 2018

## Former Oakland Army Base



*Rendering of CenterPoint Properties Phase 1 Facility – Port of Oakland*



## Cool Port Oakland



*Rendering of Cool Port Oakland – Port of Oakland*

## Cool Port Oakland

- Phase 1:
  - ✓ 25 acres
  - ✓ 283,000 sq ft facility
  - ✓ 11,200 ft of new rail track
  - ✓ Up to \$90m investment
- Located within the Port's heavy weight corridor
- High efficiency/volume facility
- Capable of handling 36 rail cars/day
- Annual throughput projected of 27,000 containers



## Manifest & Support Tracks

- \$100 million public investment
- Fully complete late 2016
- 5 Manifest yard tracks
- 8 Support yard tracks
- 39,000 linear ft of track
- Capacity for up to 4 trains/day of 200 cars each

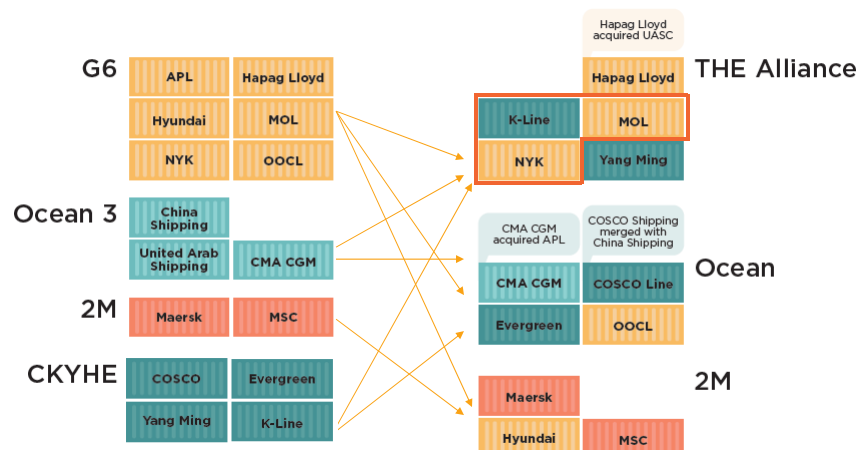


*First UPRR train of 109 hopper cars arrived in July with grain from ADM/US Midwest for transload into 40' containers for export to Far East.*

## Ocean Carrier Consolidation & Alliances

Current Alliances 2016

Future Alliances 2017







**PORT OF OAKLAND  
SEAPORT**

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# Memorandum

6.9

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** April 20, 2017

**SUBJECT:** Introduction to Alameda CTC Rail Strategy Study

**RECOMMENDATION:** Receive update on the Rail Strategy Study

## Summary

This memo provides an introduction to the Alameda County Transportation Commission's Rail Strategy Study. The Study will include a technical analysis of opportunities to improve the inter-regional rail access to and from the Port of Oakland, including understanding the needs of passenger rail services that share the railroad rights of way with freight, and propose a prioritization framework for advancing grade crossing improvements along key rail corridors. The Study is an outgrowth of recommendations contained in the Countywide Goods Movement Plan and the Countywide Transit Plan and will transition from high-level planning to a document with discrete, implementable improvements with defined cost, scope, and schedule. The Study is a one-year effort, and is expected to be complete in December 2017.

This update focuses on preliminary information from the Existing Conditions analysis. The memo provides an overview of freight and passenger rail operations in the County, describes key features and conditions of the infrastructure, and identifies some of the major operational and infrastructure challenges for the rail system. Preliminary data on at-grade crossing issues is also provided. The memo concludes with a summary of next steps that will be undertaken to complete the Study.

## Background

The rail system in Alameda County is a critical transportation link playing a unique role for both people and goods movement. Alameda County contains the core of the Bay Area/Northern California freight and passenger rail system. Two Class 1 freight railroads (the Union Pacific Railroad and the BNSF Railway) and two intercity regional railroads (Capitol Corridor and Altamont Commuter Express) operate on this system. The intercity rail services provide an alternative to autos for intercity and longer distance commuter trips and will eventually be integrated with the California High Speed Rail (CHSR) system. Efficient freight rail service is critical to the success of the Port of Oakland as well as providing the most cost-effective long haul transportation option for certain commodities produced or used by Bay Area industries. Given the extensive rail network in the county, there are also numerous community considerations where rail infrastructure and operations abut communities.

The Countywide Goods Movement Plan identified significant economic, congestion, safety, and potential air quality benefits of a program that would create improved rail connections between the Port of Oakland and the Central Valley/national rail network. Such a program, if properly implemented, could complement efforts of regional intercity rail providers to expand and improve their services. The program could reduce conflicts between freight and passenger rail by expanding capacity in key corridors and allowing passenger and freight railroads to operate on separate tracks in certain corridors. The Alameda CTC Rail Strategy Study is taking the next step in implementing the recommendations of the Goods Movement Plan and the Transit Plan by examining specific improvements that would meet the goals laid out in the plans. Specifically, the objectives of the Rail Strategy Study include:

- Develop a more detailed understanding of future freight and passenger rail train volumes and implications of integration with statewide rail planning efforts.
- Identify key freight rail corridors and specific rail capital improvements needed to ensure adequate capacity and operational performance of the freight and passenger rail systems and to address community impacts.
- Develop conceptual engineering, cost estimates and preliminary understanding of implementation considerations for a subset of rail improvements for key rail corridors.
- Develop an approach to prioritize grade crossing improvements and identify improvement concepts that can reduce impacts of rail operations on communities.
- Identify funding needs and phasing of improvements.

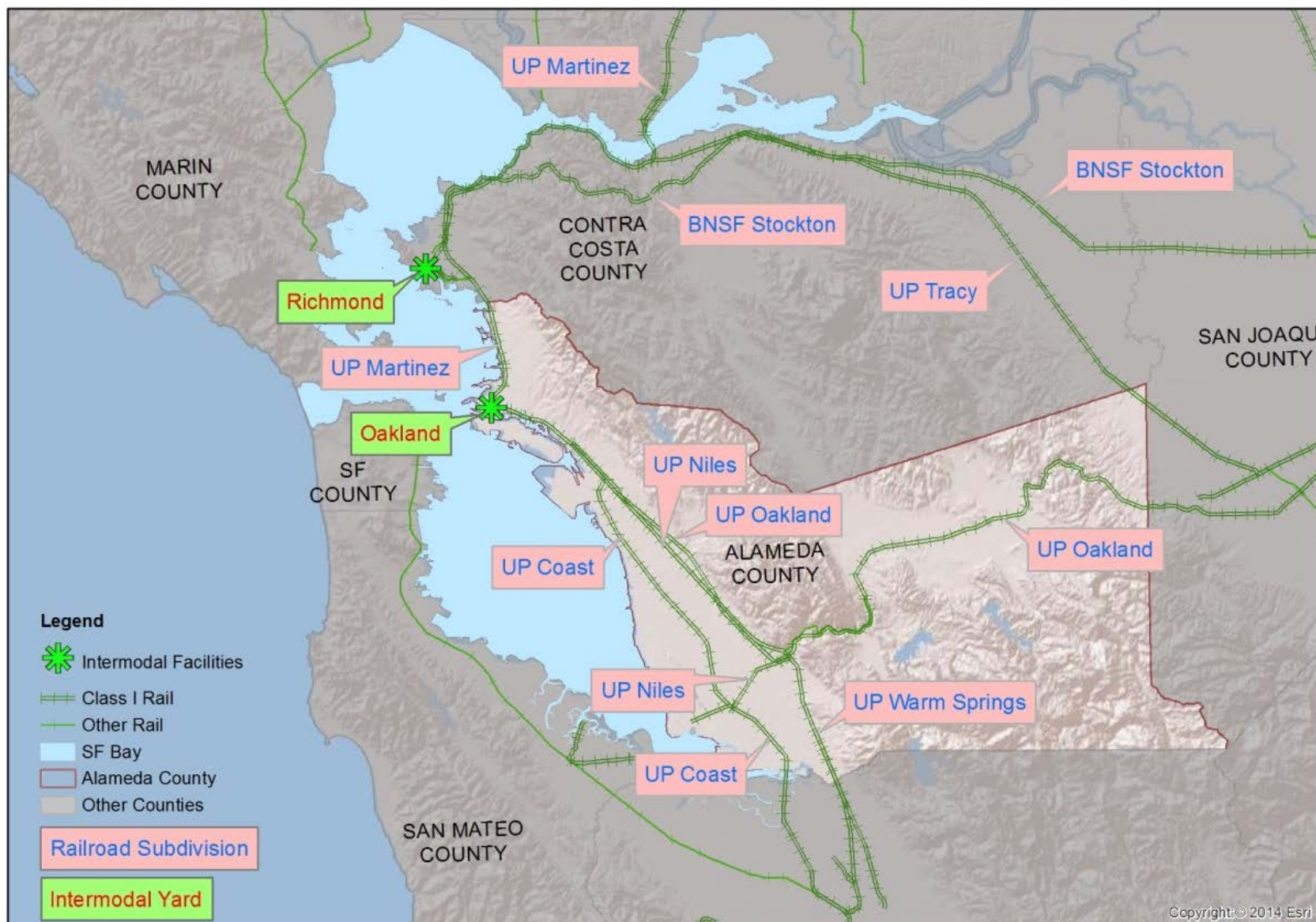
## **Rail Infrastructure**

The rail infrastructure in Alameda County consists of track and rail yards owned and maintained by private freight railroads. The Union Pacific Railroad (UP) owns the vast majority of the rail lines in the County. BNSF does not own any rail mainline track in the County; instead the railroad operates on one of the UP's tracks between Oakland and the County boundary.

The UP rail infrastructure in Alameda County consists of five primary subdivisions as illustrated in Figure 1. There is also a very short section of the Tracy subdivision which runs through the northeast corner of Alameda County connecting Contra Costa County to San Joaquin County.

Alameda County is also home to the Niles Canyon Railway which is a historic railway running through Niles Canyon between Niles Junction and the City of Sunol. This historic railway offers passenger tours during weekends with a special Train of Lights service that operates during the Christmas period.

**Figure 1. Rail Network in Alameda County and Surrounding Areas**





The Capitol Corridor provides passenger service between San Jose, the East Bay, and the Sacramento region. Capitol Corridor is the third busiest Amtrak route in the United States with almost 1.5 million passengers served in 2015. The Capitol Corridor operates over a total of 169 miles and runs the following services:

- Seven daily roundtrips between Oakland and San Jose
- Fifteen weekday roundtrips between Sacramento and Oakland
- One daily roundtrip between Sacramento and Auburn.

The Capitol Corridor runs along the UP Martinez and Niles subdivisions through most of Alameda County switching to the Coast subdivision at the southern end of the County in Newark. The Capitol Corridor Joint Power Authority has developed a Vision Plan that includes increasing the frequency and speed of service between to achieve peak period headways as low as every 15 minutes at major stops and speeds as high as 150 mph.

The Altamont Commuter Express (ACE) offers service from Stockton to San Jose via Livermore and Fremont. ACE runs on the UP Oakland subdivision in the eastern portion of Alameda County and switches to the Niles subdivision along the Centerville line through Fremont and then switches to the Coast subdivision in the southern portion of the County in Newark. ACE and the Capitol Corridor share the track with UP on the Fremont Centerville Line to the Coast Subdivision, and then south on the Coast until San Jose.

ACE ridership was approximately 1.4 million in FY 2014-15.<sup>1</sup> There are about 5,000 daily riders on ACE, accessing its ten stations.<sup>2</sup> Many ACE riders work in Silicon Valley and live in the eastern portion of Alameda County or in the Central Valley. ACE operates the following passenger rail services:

- Four westbound trips in the morning
- Four eastbound trips in the evening

ACEforward is the plan under development by the San Joaquin Regional Rail Commission to improve ACE services over the near and long term. This plan includes increasing service from the current four daily round trips to six daily round trips in the near-term and ten daily round trips in the long-term, construction of new stations along the current line, and expanding the line to Downtown Modesto and ultimately to Downtown Merced.

## **Rail Network and Infrastructure Issues**

The rail network in Alameda County connects to infrastructure in Contra Costa County, San Joaquin County, and Santa Clara County that links to broader rail networks. When considering how freight rail traffic is routed through the system in Alameda County, it is important to understand the larger multi-state system context in which routing decisions are made. Routing decisions on the freight railroad infrastructure are made by the railroads to

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<sup>1</sup> State Controller's Office Open Data web site, <https://bythenumbers.sco.ca.gov>, accessed October 12, 2016.

<sup>2</sup> American Public Transportation Association, *Transit Ridership Report: First Quarter 2016*, May 2016. Accessed 2016. <http://www.apta.com/resources/statistics/Documents/Ridership/2016-q1-ridership-APTA.pdf>.

best serve their customers and to meet their system-wide business needs. Because both Capitol Corridor and ACE operate on rail infrastructure owned by UP, they are limited in their options for growth and operating changes by agreements with the railroad.

One notable feature of rail infrastructure in Alameda County is the presence of three options for moving trains from East Oakland to Fremont. This redundant capacity creates flexibility in how trains can be routed both in response to real time operating conditions and creates options regarding how future train traffic – both freight and passenger – can be configured and operated in Alameda County.

At the present time, the most heavily used portion of the Alameda County rail network is the Martinez subdivision between Oakland and Richmond. The majority of the trains operating on the Martinez subdivision are Capitol Corridor passenger trains, along with a more limited number of UP and BNSF freight trains. This is one of the few portions of the network that is fully double-tracked; even with this available capacity, this line can only accommodate limited growth before it would become a system bottleneck. The Martinez subdivision runs through a number of residential/commercial areas with heavily used at-grade crossings.

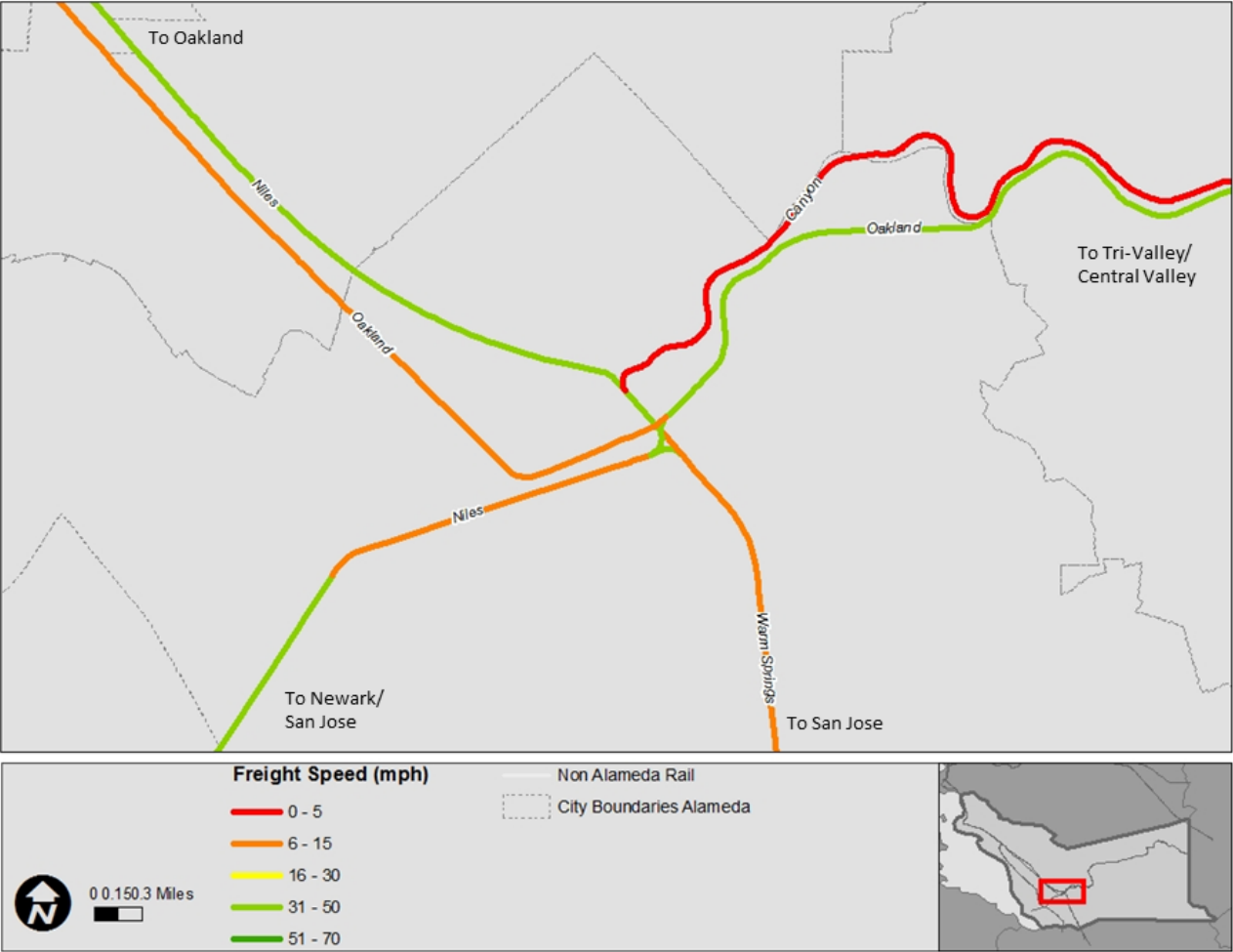
The UP also reports that they see potential for growth in rail traffic in and out of Northern California connecting to markets in the Southwest. As a result of the potential capacity bottlenecks along the Martinez subdivision and the growth in demand to the Southwest, UP anticipates growth along the southern routes in and out of Oakland. Capitol Corridor and ACE also operate along the same rail subdivisions in the southern and eastern parts of the county. In short, there will be a need to ensure capacity and fluidity on both the northern and southern routes in and out of Oakland to efficiently serve future freight rail demand and support economic development at the Port of Oakland and remaining industrial users in the county while at the same time accommodating the desired growth plans for both Capitol Corridor and ACE.

There are, however, some critical infrastructure issues reducing the current operating efficiencies and restricting growth on both the northern and southern routes. As stated above, the Martinez subdivision running north out of the Port of Oakland is currently carrying the highest volumes of trains in the county. While the freight railroads are not currently operating at their peak historical volumes, any significant increase in train volumes or any increases in passenger service would likely require infrastructure improvements to increase capacity. South of the Port of Oakland, two key bottlenecks are the Jack London area and the connections at Niles Junction along the Centerville Line. The area around Jack London Square has maximum allowable speed of 15 mph. This is primarily due to the high frequency of at-grade rail crossings along this stretch, the lack of safety devices used at these crossings, and the relatively high number of pedestrians at these locations.

Another critical infrastructure issue along the southern route involves the connections at Niles Junction and along the Centerville line connecting the Niles and Coast subdivisions between Niles Junction and Newark. The track configuration in this area is shown in Figure 2. At the present time, the only active route between Oakland and the San Joaquin Valley uses the Coast Subdivision connecting to the Niles subdivision in Newark (Centerville Line) and then connecting to the Oakland Subdivision at Niles Junction in Fremont. That is because there is no way to connect from the Niles Subdivision directly to the Oakland Subdivision to go through Niles Canyon given the current track configuration at Niles Junction. This makes the

Centerville line a very heavily used line, with freight, Capitol Corridor, and ACE all operating on the line. It also means that although there is theoretically much capacity between Oakland and Fremont/Newark, the track configurations that prohibit certain turning movements and the condition of the Oakland subdivision result in these lines being used less efficiently than they could be.

**Figure 2.     Niles Junction Subarea Map**



**Grade Crossings and Community Impacts**

The density of the rail network in Alameda County results in a large number of locations where roadways and the rail system cross each other at-grade. Major problems tend to occur at rail crossings, including collisions, congestion, noise, and emissions. Collisions occur when an auto or truck stops on or near the tracks or a pedestrian is crossing the tracks and the oncoming train does not have the ability to stop. Congestion develops due to the extended period of time at which truck and auto traffic must come to a halt due to the time it takes for the long and slow trains to pass. Vehicles idling at crossings contribute to local air



pollution hot spots and train warning horns create noise as trains move through certain types of crossings.

Alameda County has 277 at-grade rail-highway crossings, 248 of these crossings are open to the public. The County also has 121 grade separated crossings. The 248 at-grade public crossings are of most concern because these are locations that are used by trains, cars, trucks, and pedestrians with potential impacts on safety and the efficient movement of people and goods. Table 1 shows the number of public at-grade rail crossings for each city in Alameda County.

**Table 1. Public At-Grade Rail Crossings by City in Alameda County**

<b>City</b>	<b>Number of At-Grade Public Crossings</b>	<b>Percentage of Alameda County Total</b>
Oakland	88	35%
San Leandro	37	15%
Hayward	32	13%
Union City	25	10%
Alameda County	20	8%
Fremont	15	6%
Newark	13	5%
Berkeley	7	3%
Pleasanton	5	2%
Emeryville	3	1%
Livermore	3	1%
<b>Grand Total</b>	<b>248</b>	<b>100%</b>

The locations with the highest roadway traffic volumes and train volumes are located in Berkeley. This is followed by locations in East Oakland and Fremont. Select locations in San Leandro and Hayward also have high volumes of trains and roadway vehicles at rail crossings. Emeryville has locations with large train volumes, but much lower roadway vehicle counts relative to Berkeley, Oakland, San Leandro, and Hayward. Additional analysis is being conducted to identify crossings used heavily by emergency vehicles and school buses and crossings and rail lines adjacent to sensitive land uses. This information will be used to develop corridor-based impact reduction and safety strategies.

### **Next Steps**

The consultant team is currently completing an analysis of existing conditions in the rail system and developing forecasts of future train volumes.

Using the information about current and projected rail demand and considering potential for expanded services that could support economic development opportunities, help reduce roadway congestion and related air pollution, the Study will evaluate various infrastructure improvements and operational strategies to better understand the impacts on system performance. We will then identify a subset of projects, or packages of projects, for further project development and cost estimates. Concurrently, we are collecting additional data regarding land use conflicts and opportunities and identifying potential strategies and projects to improve safety and reduce impacts at grade crossing and adjacent to the tracks. This analysis will both inform any discussions of future rail investments and establish an ongoing prioritization framework for grade crossing improvements. The Study is anticipated to be complete in December 2017.

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

#### **Staff Contact**

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

[Carolyn Clevenger](#), Director of Planning



# Memorandum

6.10

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** April 20, 2017

**SUBJECT:** Update on State and Federal Freight Funding Opportunities

**RECOMMENDATION:** Approve the Alameda County Goods Movement Project list

## Summary

One of the primary implementation activities identified in the Countywide Goods Movement Plan (Plan) is on-going and active advocacy for funding for goods movement priorities in Alameda County. Alameda CTC is currently participating in the development of a number of funding opportunities to best position our county to receive funding to advance the goals adopted in the Plan.

In addition to external funding opportunities, the draft 2018 Comprehensive Investment Plan (CIP) includes recommendations for funding for a number of goods movement investments. This item provides an update on the upcoming funding opportunities and demonstrates how the agency will continue to seek to leverage our local funds to the greatest extent possible.

Staff recommends the Commission approve the freight project list (Attachment A) to submit via Metropolitan Transportation Commission (MTC) for funding to the California Transportation Commission Freight Investment Program or other freight funding opportunities as they arise. Because of the tight and still-fluctuating deadlines and process for project submittals, it is important that staff have an approved short project list to work from. Staff will then submit those projects from the list that best meet the requirements of each funding program for submittal.

## Upcoming Funding Opportunities

There are currently multiple funding programs in development which include funding for goods movement projects.

Federal: The Fixing America's Surface Transportation (FAST) Act was signed into law in December 2015. The FAST Act included a competitive grant program, the FASTLANE grants, as well as a formula program administered by the states. Alameda CTC re-submitted the GO Port project for the second round of the FASTLANE grants in December 2016. No update has been provided by the federal government regarding when, or if, they will award funding based on that call for projects.

State: The state is currently finalizing guidelines for allocating the federal formula funding dedicated to goods movement projects. The National Highway Freight Program in the FAST Act provides approximately \$582 million of apportionments to California over a 5-year period. In June 2016, the Governor signed Senate Bill 826, which directs the California Transportation Commission (CTC) to allocate the federal formula funds. The CTC initiated a six-month process to work with stakeholders throughout the state to develop guidelines for the California Freight Investment Program (CTC FIP). Alameda CTC has actively participated in this process to ensure that our projects can be competitive and that we are ready for project submittals.

The CTC has released draft guidelines, with the goal of finalizing guidelines in May and issuing a call for projects with a deadline of June 30<sup>th</sup>. While still under development, a few key elements of the framework appear likely to be included in the final guidelines.

- **State and regional framework:** The CTC FIP guidelines build from the 2007 Trade Corridors Improvement Fund, which provided \$2 billion to goods movement projects statewide. In Alameda County, that program provided funding for the I-880 improvements at 23<sup>rd</sup> and 29<sup>th</sup> Avenues, the I-580 truck climbing lane, and the Outer Harbor Intermodal Terminal at the Port of Oakland. The framework includes a regional/corridor-based focus that aligns with the state's major trade corridors. In Northern California, the Bay Area works closely with the Central Valley to prioritize projects for funding. The CTC is establishing programming targets for each major trade corridor, as well as a statewide target for Caltrans. The targets assume \$556.2 million in funding is available for allocation.

#### **Draft Programming Targets**

<b>Statewide Target</b>		
Caltrans		\$222,480,000
<b>Regional Corridor Targets</b>		
	Low	High
Bay Area/Central Valley	\$63,000,000	\$90,000,000
Central Coast	\$0	\$7,000,000
Los Angeles/Inland Empire	\$164,000,000	\$190,000,000
San Diego/Border	\$53,000,000	\$90,000,000
Other	\$0	\$10,000,000

- **Eligibility:** Projects must meet certain eligibility requirements, most of which were determined by the federal government. Key eligibility restrictions include:
  - Projects must be located on the Primary Highway Freight System or a designated Critical Rural Freight Corridor or Critical Urban Freight Corridor. A map of the Primary Highway Freight Network is included as

Attachment B; the Critical Rural and Critical Urban Freight Corridors are expected to be designated late this summer.

- Projects must be in the adopted California Freight Mobility Plan and an adopted Regional Transportation Plan.
- Projects must award construction by December 31, 2022.
- Criteria: projects that meet with eligibility criteria will then be evaluated based on three categories: freight system factors, transportation system factors, and community impact factors.
- Match: Projects must provide a minimum 30 percent match to be nominated by the regions. Caltrans is able to nominate projects for the statewide portion of the program with no match. Projects must be fully funded or demonstrate they can reasonably expect to receive full funding in order to award construction by December 31, 2022.
- Nomination process: The Metropolitan Planning Organizations are responsible for compiling and submitting project nominations to the CTC. MTC is currently finalizing their process for nominations. Staff anticipates project submittals will be due to MTC as early as mid-May. The CTC is currently anticipated to require final project submittals via the MPOs by June 30<sup>th</sup>, with the CTC adopting the program at its August meeting. Project sponsors may also work with Caltrans to seek funding from the Caltrans portion of the program.

In addition, the current transportation package discussions include potential on-going state funding for goods movement projects. To date the discussions have focused on having the freight funding flow through the same framework as the CTC FIP, with many of the same guidelines. In addition, the Cap and Trade program has also included funding for emission reduction programs in the past, often working directly with the local air districts.

Regional: At the regional level, MTC has included freight as one of the draft principles for Regional Measure 3 (RM3), and this Commission included goods movement projects in the RM3 advocacy project list. Discussions regarding RM3 are expected to ramp up later this spring. The primary goods movement projects on Alameda CTC's RM3 advocacy list are included here as well.

Local: Alameda CTC is currently completing the 2018 CIP process. The draft CIP presented to the Programs and Projects Committee this month includes recommendations for funding for a number of freight projects. Alameda CTC will continue to seek full funding, where necessary, for these projects and look for opportunities to leverage our local dollars with other state, regional and federal funding. Specifically regarding the Emission Reduction Program proposed by Alameda CTC, staff will seek to work directly with the Bay Area Air Quality Management District, MTC, and the Port of Oakland to advance a coordinate program that can leverage other funding to reduce impacts on our local communities. Draft 2018 CIP recommendations include:

- City of Berkeley Railroad Crossing Safety Improvement Project
- I-80 Gilman Street Interchange Project
- I-880 Winton Avenue Interchange Improvements
- I-880 Industrial Parkway Interchange Reconstruction
- Goods Movement Emissions Reduction Program
- Route 84/I-680 Interchange and Route 84 Widening
- Adeline Street Bridge Project

In addition, a number of projects received funding in the previous CIP and are in development. These projects include:

- 7<sup>th</sup> Street Grade Separation and Port Arterial Improvements (GO Port)
- Oakland Army Base Infrastructure Improvements
- Oakland Army Base Truck Parking

### **Goods Movement Project List (Attachment A)**

Given these upcoming opportunities for funding, Alameda CTC reviewed the Countywide Goods Movement Plan, the Regional Goods Movement Plan and draft Plan Bay Area 2040, and the 2018 CIP applications to identify a list of goods movement projects that best meet the eligibility criteria of the programs. Staff proposes to work off of this list to identify projects to submit for funding. As the program guidelines are finalized, staff will evaluate how well each project meets the criteria and requirements, and submit the project(s) that best meet the program. Should a program emerge that is significantly different than those described above, staff will return to the Committee to identify additional projects for consideration. The primary criteria used to develop this list were: project eligibility based on the draft CTC guidelines; project readiness; and inclusion in the Countywide Goods Movement Plan.

**Recommendation:** Staff recommends the Commission approve the freight project list (Attachment A) for consideration for submission to MTC and the CTC FIP or other freight funding programs as appropriate.

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

### **Attachments:**

- A. Goods Movement Project List
- B. Map of the Primary Highway Freight System

### **Staff Contact**

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

[Carolyn Clevenger](#), Director of Planning

[Vivek Bhat](#), Director of Programming

## Attachment A: Alameda County Freight Projects

Project	Eligibility					
	PHFS	Proposed CUFC/CRFC	Construction Award 12/2022	30% Match	Included in Plans	Total Cost (\$000s)
7th Street Grade Separation (East and West) and Port Arterial Improvements	X		X	O	X	\$ 585,000
City of Berkeley Railroad Crossing Safety Improvement Project		O	X	O		\$ 13,153
City of Fremont Railroad Quiet Zones		O	X	O		\$ 5,275
City of Berkeley Gimán Street Multimodal Railroad Grade Separation		O	O	O		\$ 77,392
I-80 Gilman Interchange	X		X	X	X	\$ 35,000
I-80 Ashby Interchange	X		X	X	X	\$ 55,000
I-880 Winton Avenue Interchange	X		X	X	X	\$ 43,410
I-880 Whipple Road and Industrial Blvd Interchange Improvements	X		X	X	X	\$ 116,650
Oakland International Airport Perimeter Dike	X		X	O		\$ 19,200
SR 84 Expressway and SR84/I-680 Interchange	X		X	X	X	\$ 220,000
Adeline Street Bridge Improvements	O		O	O	X	TBD
Grade Crossing and Separation Program		O	X	O	X	\$ 25,000
Emission Reduction Pilot*			O	X	X	TBD

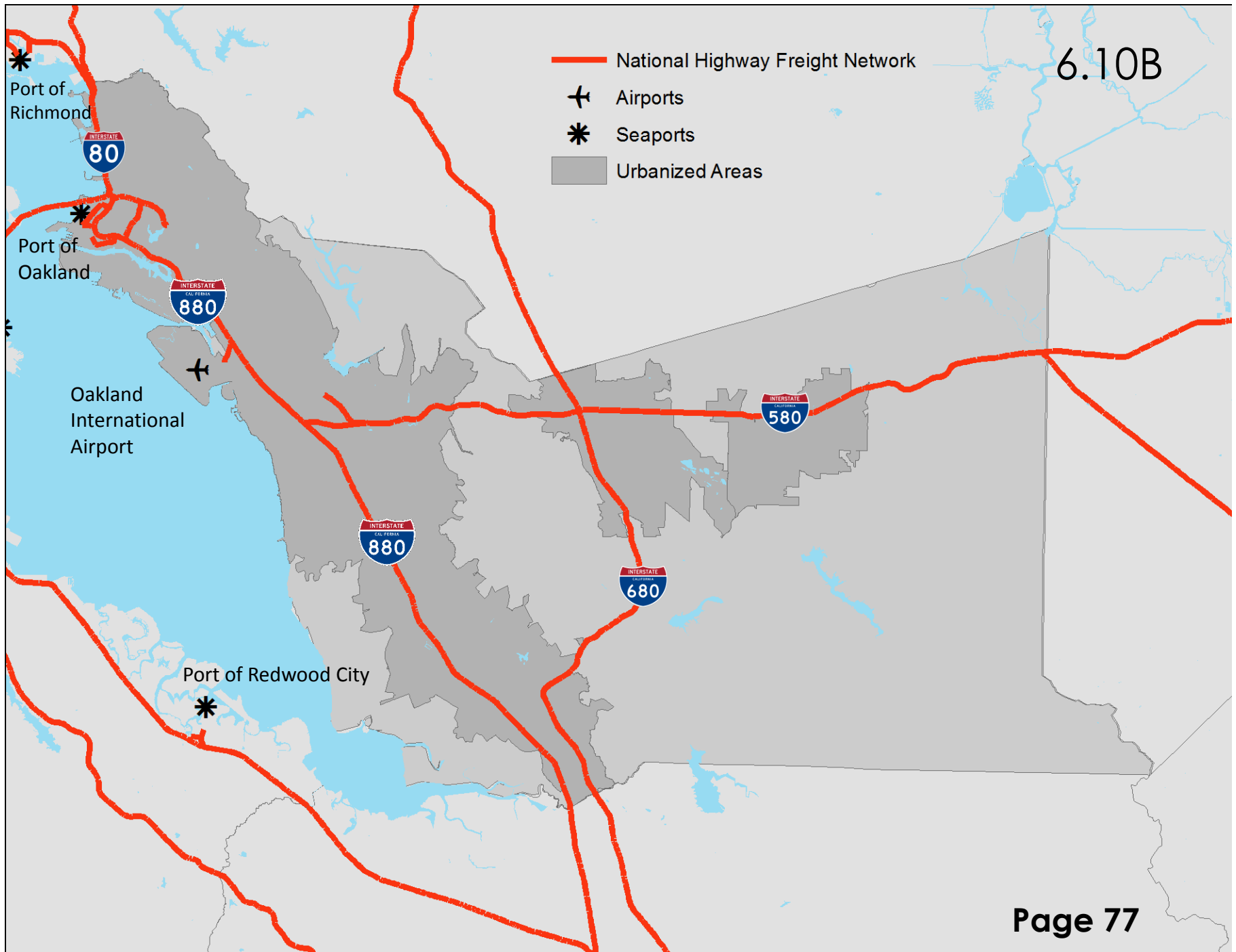
X = confirmed

O = under review

\*Equipment purchases are not eligible for the federal formula funding per initial guidelines. Included here in case guidelines change and to consider for submittal to cap and trade programs under development.

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## Application for the Alameda CTC Independent Watchdog Committee (IWC)



Alameda CTC invites Alameda County residents to serve on its **Independent Watchdog Committee**, which generally meets quarterly on the evening of the second Monday of the month. Each member is appointed for a two-year term.

### Membership qualifications:

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

Name: Keith D. Brown  
 Home Address: [REDACTED]  
 Mailing Address (if different): [REDACTED]  
 Phone: (home) [REDACTED]  
 Email: [REDACTED]

Please respond to the following sections on a separate attachment:

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

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

Signature Keith D. Brown Date 3/13/17

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

Appointing Party: Alameda Labor Council  
 Signature: José Carrascho  
 Date: 4-11-17

Keith D. Brown



March 13, 2017

Cassandra Hunter  
Political Organizer  
7750 Pardee Lane Ste 110  
Oakland, Ca 94621

Dear Ms. Hunter:

I am expressing interest in serving on the Alameda County Transportation Commission (Alameda CTC) Independent Watchdog Committee. I am a lifetime Oakland resident, product of the Oakland Public Schools, and dedicated Oakland Middle School teacher and union activist. I am a public transit rider very concerned about access affordable, safe, and convenient public transportation for working families economic security and quality of life. Please find my resume and requested information enclosed.

I have taught middle school in the Oakland Unified School district for eighteen years. Currently, I am the Treasurer of the Oakland Education Association and I have served as a leader and organizer for the Oakland Education Association and at the state (CTA) and national (NEA) level through most of my professional career.

My role as a proud and committed unionist has led me to engage in some important work as a member of the organizing committee of Bay Area Black Worker Center (BABWC). I have listened to the concerns of workers and the unemployed through structured one-one-one conversations, listening sessions, and door to door canvassing. Many people I talked to rely on public transportation and a means to get to work or find work. This experience has sharpened my understanding of the impact of public transportation for the working class, union households, and families of color.

My colleagues, students' parents, and union brothers and sisters have acknowledged me for being well organized, dedicated, flexible, and a problem solver. I completed the Alameda County Adult Leadership Academy in 2014. The Academy prepared me for the important work of civic engagement and commission participation.

I am passionate about serving the city I proudly call home, Oakland. I have a vision for a thriving Oakland where diverse families with well paying union jobs live in safe neighborhoods with excellent schools, libraries, parks, and public services such as transit. My core values are union values. I will clearly articulate and strongly represent the values of working Alameda County families and the Alameda Labor Council on the Mayor's Housing Council.

I would welcome the opportunity to be appointed the labor representative to the (Alameda CTC) Independent Watchdog Committee. Thank you for your consideration, should you have any questions please feel free to contact me.

Respectfully,

Keith D. Brown

Keith D. Brown



**I. Commission/Committee Experience:**

2014 Alameda County Adult Leadership Academy in 2014

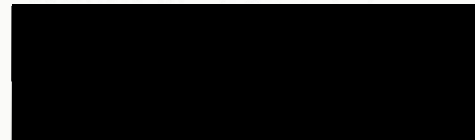
**II. Statement of Qualifications:**

I am a lifetime Alameda County and Oakland resident, product of the Oakland Public Schools, and dedicated Oakland Middle School teacher and community activist. I frequently use public transportation to commute to work and use public transportation to sporting events and entertainment venues in Alameda County. I know and understand the specific needs and concerns of both daily public transit commuters and occasional recreational riders. As the current elected treasurer of the 2,600 member Oakland Education Association (OEA), I directly assist in the preparation of the association's preliminary budget and the annual financial report and review financial reports submitted. I completed the Alameda County Adult Leadership Academy in 2014 where I engaged in small group and mock public policy exercises on budgeting and information technology. The Academy prepared me for the important work of civic engagement and commission participation. My experiences as an educator, Alameda County Adult Leadership Academy participant, and OEA Treasurer have prepared me to actively participate in the monitoring of Measure B funds.

**III. Relevant Work or Volunteer Experience:**

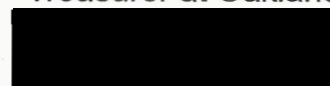
Work:

Teacher at Oakland Unified School District August 1998 - Present



Volunteer

Treasurer at Oakland Education Association



**IV. Bio or Resume:**

Attached

# Keith Brown

Teacher at Oakland Unified School

District

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## Experience

### Teacher at Oakland Unified School District

August 1998 - Present (18 years 8 months)

Designed and implemented curriculum to meet the needs of diverse learners such as English Language Learner and students with disabilities.

Coordinated the Boys and Men of Color mentoring program at Bret Harte Middle School.

Administered and analyzed data for district benchmark and state assessments.

Utilized cooperative learning structures to promote student engagement and equity.

Actively collaborated with faculty and staff in professional learning communities.

Implemented restorative practices to promote positive class culture and climate.

Familiarity in the Common Core Standards for English Language Arts and Literacy in History/Social Studies as a participant in a district CCSS summer institute.

Engaged local businesses to donate funds and services as for the 8th grade Washington DC study trip.

Collaborated with Special Education department for inclusion program.

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## Education

### National University

Master's Degree, Instructional Leadership, 2008 - 2010

### California State University-East Bay

Multiple Subject Teaching Credential, 1998 - 2000

### Holy Names University

Bachelor of Arts (BA), Liberal Arts and Sciences/Liberal Studies

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## Organizations

### Bay Area Writing Project

Teaching Consultant

2004 to Present

Utilized technology in digital storytelling as an instructor in the 2008 BA WP Summer Writing Camp for Middle School.

Represented BA WP as a Legislative Liaison to advocate for federal funding of quality professional development in writing instruction.

Interviewed and selected 2011 BA WP Summer Fellows as member of the Interview Committee. **California Teachers Association State Council of Education**



Vice Chair, School Safety and Management

Committee 2013 to Present

**Bay Area Black Worker Center**

Coordinating Committee

July 2013 to Present

**Oakland Education Association**

Treasurer

2014 to Present

**Alameda Labor Council**

Delegate

2014 to Present

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**Honors and Awards**

**Certificate of Commendation**

Alameda County Board of Supervisors

March 2014

Completed the 13th Alameda County Adult Leadership Academy.

Engaged in small group and mock public policy exercises on budgeting and information technology.

Practiced leadership and communication skills while acquiring knowledge on how to increase civic involvement in the county.

Participated in learning sessions on the following topics:

Overview of County Government/Budget Development/Strategic Visioning

Health Care Services Agency Overview/Programs

Role of the Various Public Protection Departments (Sheriff, District Attorney, Public Defender, Fire & Probation)

Social Services Agency Overview/Programs

Registrar of Voters

Sustainability Programs

**2016 California Teachers Association Local Chapter WHO**

**Award** Oakland Education Association and California Teachers

Association April 2016

**2016 Convocation Speaker**

Holy Names University

September 2016

Alumni Speaker at Holy Names University 136th Convocation. Spoke on the theme "Dare to Be Different" and its relation my life and career journey

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**Skills & Expertise**

**Curriculum Design**

**Teaching**  
**Fundraising**  
**Teacher Training**  
**K-12**  
**Community Organizing**  
**Campaigns**  
**Youth Programs**  
**Grassroots Organizing**  
**Education**  
**Mentoring**  
**Advocacy**  
**Operating Budgets**

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## **Volunteer Experience**

**San Francisco Bay Area Walk with Us to Cure Lupus-Team Captain at Alliance for Lupus Research**

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## 1. Roll Call and Introductions

Sylvia Stadmire, PAPCO Chair, called the meeting to order at 1:40 p.m. A roll call was conducted and all members were present with the exception of Larry Bunn, Shawn Costello, Carolyn Orr, Carmen Rivera-Hendrickson, Linda Smith, and Hale Zukas.

## 2. Public Comment

There were no comments from the public.

## 3. Administration

### 3.1. Approve the January 23, 2017 Meeting Minutes

*Jonah Markowitz moved to approve this item. Michelle Rousey seconded the motion. The motion passed with the following votes:*

Yes: Stadmire, Johnson-Simon, Barranti, Hastings, Jacobson, Markowitz, Rousey, Saunders, Tamura, Waltz

No: None

Abstain: Scott

Absent: Bunn, Costello, Orr, Rivera-Hendrickson, Smith, Zukas

## 4. 2018 Comprehensive Investment Plan (2018 CIP) Paratransit Program Update

Krystle Pasco gave an update on the 2018 CIP Paratransit Program.

Member Markowitz asked about the City of Emeryville's 8-To-Go Program. Cathleen Sullivan responded that the recommendation is for one year of funding to allow the program sponsor time to locate funding after that one year period.

Member Saunders asked about funding for the outreach program and senior trips for the City of Emeryville's group trip program as these are

very helpful to the community. Cathleen responded that PAPCO members will be able to make a decision about the group trips program during this spring's program plan review. She said that Emeryville will likely use their Direct Local Distribution (DLD) funding for this program because they did not apply for discretionary funding.

Member Jacobson had several questions regarding Eden I&R. She asked if the funding for staff for Eden I&R would be funded by Alameda CTC. This was confirmed. She also asked why senior and disabled money is being used to fund this program when this is a program for everyone. She asked if there is data that supports Eden I&R's claim that they receive a high number of calls, approximately 423 a week, from people living with a disability. She also asked if this is so, what is happening with these calls. She also wanted data supporting the high number of online contacts, approximately 1,442 questions a week, noting that she does not believe all of these are from seniors and people with disabilities.

Member Jacobson asked if it was possible to email further questions between this meeting and the April meeting. Cathleen said yes and Naomi Armenta added that the questions need to be in before the March meeting.

Sarah Finnigan from Eden I&R answered questions. She said that they collect information using a cloud-based database that was launched July 1, 2016. She said this allows them to text or email information to the caller directly from the database. She said that there is also an assessment of each caller to see if 211 has any other services available to the individual and the individual's household. She said that she would get back to PAPCO with exact numbers about callers who are living with a disability and seniors and asked if there were any more questions about numbers.

Member Saunders said that the presentation to the Committee seemed like 211 wanted to add transportation services instead of enhancing services. She said if the previous presentation was like the one today, there would have been fewer questions. She said that 211 is a great service.

Member Jacobson said that this makes her feel more strongly that this is a valuable service but also that this does not seem like a senior and disabled transportation service, especially since many seniors do not text or own smartphones. Cathleen responded that this aligns with the funding priorities approved by PAPCO and that they submitted an application for this pot of funding in CIP. Member Jacobson said she still had the question about the percentage of this service that is used for seniors or people living with disabilities. Cathleen responded that this information will be made available for the next meeting. Sarah said she looked at Eden I&R's December report and said 49% of callers identified that they or someone in their household is living with disabilities. Krystle Pasco said that Alameda CTC staff will be working with Eden I&R staff to get the requested information for the March PAPCO meeting.

## **5. Adjournment**

The meeting closed at 2:10 p.m. The next PAPCO meeting is scheduled for March 27, 2017 at 1:30 p.m. at the Alameda CTC offices located at 1111 Broadway, Suite 800 in Oakland.

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**PARATRANSIT ADVISORY AND PLANNING COMMITTEE**  
**February 27, 2017**  
**ROSTER OF MEETING ATTENDANCE**

<b>Present</b>	<b>PAPCO Member</b>	<b>Appointed By</b>
P	Barranti, Kevin	City of Fremont Mayor William Harrison
A	Bunn, Larry	Union City Transit Wilson Lee, Transit Manager
A	Costello, Shawn	City of Dublin Mayor David Haubert
P	Hastings, Herb	Alameda County, District 1 Supervisor Scott Haggerty
P	Jacobson, Joyce	City of Emeryville Councilmember Ruth Atkin
P	Johnson-Simon, Sandra, <b>Vice Chair</b>	Alameda County, District 4 Supervisor Nate Miley
P	Markowitz, Jonah	City of Albany Mayor Peter Maass
A	Orr, Carolyn M.	City of Oakland Vice Mayor Rebecca Kaplan
A	Rivera-Hendrickson, Carmen	City of Pleasanton Mayor Jerry Thorne
P	Rousey, Michelle	BART Director Rebecca Saltzman
P	Saunders, Harriette	City of Alameda Mayor Trish Herrera Spencer
P	Scott, Will	Alameda County, District 5 Supervisor Keith Carson
A	Smith, Linda	City of Berkeley Councilmember Laurie Capitelli
P	Stadmire, Sylvia <b>Chair</b>	Alameda County, District 3 Supervisor Wilma Chan

P	Tamura, Cimberly	City of San Leandro Mayor Pauline Cutter
P	Waltz, Esther Ann	LAVTA Executive Director Michael Tree
A	Zukas, Hale	A. C. Transit Director Elsa Ortiz
<b>STAFF</b>		
<b>Present</b>	<b>Staff/Consultants</b>	<b>Title</b>
P	Cathleen Sullivan	Principal Transportation Planner
P	Krystle Pasco	Assistant Program Analyst
P	Naomi Armenta	Paratransit Coordination Team
	Richard Wiener	Paratransit Coordination Team
P	Angie Ayers	Public Meeting Coordinator, Consultant
	Margaret Strubel	Paratransit Coordination Team

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	Judy Jackson	CTL	841-4776	
2.	Jennifer Cullen	SSPTV	931-5387	
3.	Victoria Williams	Alameda	510-747-7513	
4.	Sarah Finnigan	EDEN I&R/2-1-1	415 350 0250	SFinnigan@edenir.org
5.	Shawn Fong	City of Fremont	510/574-2033	sfong@fremont.gov
6.	Raymond Figueroa	City of Pleasanton	925-931-5366	rfigueroa@cityofpleasanton.gov
7.	Julie Parkinson	City of Pleasanton	925-931-5374	jparkinson@cityofpleasanton.gov
8.	Sandy Rogers	City of San Leandro	510-577-7985	srogers@sanleandro.org
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# Joint Paratransit Advisory and Planning Committee and Paratransit Technical Advisory Committee Meeting Minutes

Monday, February 27, 2017, 2:00 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

## **1. Roll Call and Introductions**

Naomi Armenta called the meeting to order at 2:10 p.m. A roll call was conducted and all PAPCO members were present with the exception of Larry Bunn, Shawn Costello, Carolyn Orr, Carmen Rivera-Hendrickson and Linda Smith.

All ParaTAC members were present with the exception of Brad Helfenberger, Ely Hwang, Jay Jeter, Paul Keener, Isabelle Leduc, Mallory Nestor, Leah Talley and David Zahner.

## **2. Public Comment**

There were no comments from the public.

## **3. Countywide Needs Assessment Presentation**

Cathleen Sullivan, Naomi Armenta and Richard Wiener presented this item.

Member Saunders commented that vehicles with lifts are important for Transportation Network Companies (TNCs), like Uber or Lyft, to have available if the company is claiming to have paratransit services.

Member Fong commented that people who need not only curb-to-curb but also door-to-door or door-through-door services should be considered because TNCs only offer curb-to-curb and not door-to-door service.

Member Barranti said that East Bay Paratransit does not have door-to-door service, so that particular need is not met by ADA-mandated paratransit necessarily.

The meeting broke out into small groups based on county planning areas.

#### **4. Countywide Needs Assessment Discussion**

Summary of group discussions:

##### *North County:*

Richard said the discussion centered around same-day service, federal funding, the lack of accessible taxis in Oakland, how TNCs can address the needs of people with a wide variety of disabilities, and travel training.

##### *East County:*

Krystle said the main topics were affordability through taxi vouchers and scholarships, same-day service with accessible options and driver incentives, the Hospital Discharge Transportation Service (HDTs) and improving regional trips and transit connections and shuttles.

##### *South County:*

Cathleen reported that South County discussed barriers using fixed-route transit including the need for bus shelters, the overlap between needs for medical trips and same-day service, and access to information using technology.

##### *Central County:*

Naomi said the group discussed barriers using fixed-route transit including funding, upkeep of paratransit vehicles, affordability including for same-day service, appropriate training for taxis and TNCs providing same-day service, rider-based hospital discharge trips, ease of access around the website, and disaster coordination.

#### **5. Information Items**

##### **5.1. Member Announcements**

There were no member announcements.

##### **5.2. Staff Updates**

Cathleen Sullivan said members should email remaining questions to staff about the 2018 CIP within the next two weeks. She said the final Needs Assessment will be presented at the June Joint meeting. Naomi Armenta said that the 5310 deadline is March 1<sup>st</sup> and staff has been advising and providing support letters to applicants in Alameda County.

## **6. Draft Agenda Items for June 26, 2017 Joint PAPCO and ParaTAC Meeting**

**6.1.** Countywide Needs Assessment Implementation Discussion

**6.2.** Fiscal Year Wrap

## **7. Adjournment**

The meeting adjourned at 3:40 p.m. The next ParaTAC meeting is scheduled for March 14, 2017 at 9:30 a.m.; PAPCO is scheduled for March 27, 2017 at 1:30 p.m. at the Alameda CTC offices located at 1111 Broadway, Suite 800 in Oakland.

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**JOINT PARATRANSIT ADVISORY AND PLANNING COMMITTEE  
AND PARATRANSIT TECHNICAL ADVISORY COMMITTEE  
February 27, 2017  
ROSTER OF MEETING ATTENDANCE**

Present	ParaTAC Member	Local Agency/Jurisdiction
P	<del>Bailey, Dana</del>	City of Hayward <i>Alex Mora</i>
P	Figueroa, Raymond	City of Pleasanton
P	Fong, Shawn	City of Fremont
A	Helfenberger, Brad	City of Emeryville
A	Hwang, Ely	City of San Leandro
A	Jeter, Jay	East Bay Paratransit
A	Keener, Paul	Alameda County Public Works
P	Külm, Kadri	LAVTA
A	Leduc, Isabelle	City of Albany
P	Lee, Wilson	City of Union City
P	McGee, Hakeim	City of Oakland
A	Nestor, Mallory	AC Transit
P	Parkinson, Julie	City of Pleasanton
P	Payne, Gail	City of Alameda <i>Victoria Williams</i>
P	Ridgeway, Kim	AC Transit
P	Rogers, Sandra	City of San Leandro
A	Talley, Leah	City of Berkeley

P	Timothy, Laura	BART
A	Zehnder, David	City of Newark
<b>Present</b>	<b>PAPCO Member</b>	<b>Appointed By</b>
P	Barranti, Kevin	City of Fremont Mayor William Harrison
A	Bunn, Larry	Union City Transit Wilson Lee, Transit Manager
A	Costello, Shawn	City of Dublin Mayor David Haubert
P	Hastings, Herb	Alameda County, District 1 Supervisor Scott Haggerty
P	Jacobson, Joyce	City of Emeryville Councilmember Ruth Atkin
P	Johnson-Simon, Sandra, <b>Vice Chair</b>	Alameda County, District 4 Supervisor Nate Miley
P	Markowitz, Jonah	City of Albany Mayor Peter Maass
A	Orr, Carolyn M.	City of Oakland Vice Mayor Rebecca Kaplan
A	Rivera-Hendrickson, Carmen	City of Pleasanton Mayor Jerry Thorne
P	Rousey, Michelle	BART Director Rebecca Saltzman
P	Saunders, Harriette	City of Alameda Mayor Trish Herrera Spencer
P	Scott, Will	Alameda County, District 5 Supervisor Keith Carson
A	Smith, Linda	City of Berkeley Councilmember Laurie Capitelli
P	Stadmire, Sylvia <b>Chair</b>	Alameda County, District 3 Supervisor Wilma Chan
P	Tamura, Cimberly	City of San Leandro Mayor Pauline Cutter
P	Waltz, Esther Ann	LAVTA Executive Director Michael Tree
P	Zukas, Hale	A. C. Transit Director Elsa Ortiz

STAFF		
Present	Staff/Consultants	Title
P	Cathleen Sullivan	Principal Transportation Planner
P	Krystle Pasco	Assistant Program Analyst
P	Naomi Armenta	Paratransit Coordination Team
P	Richard Wiener	Paratransit Coordination Team
P	Angie Ayers	Public Meeting Coordinator, Consultant
	Margaret Strubel	Paratransit Coordination Team

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	NIKKI Brown-Booker	Easy does it		
2.	Judy Jackson	CI-L	841 4226	
3.	Jennifer Cullen	SSPTV	931-5387	
4.	Sarah Finnigan	Eden IPR/211	415 350 0250	SFinnigan@edenir.org
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**Alameda County Transportation Commission  
Paratransit Advisory and Planning Committee  
Roster - Fiscal Year 2016-2017**

	Title	Last	First	City	Appointed By	Term Began	Re apptmt.	Term Expires
1	Ms.	Stadmire, Chair	Sylvia J.	Oakland	Alameda County Supervisor Wilma Chan, D-3	Sep-07	Oct-16	Oct-18
2	Ms.	Johnson-Simon, Vice Chair	Sandra	Oakland	Alameda County Supervisor Nate Miley, D-4	Sep-10	Mar-17	Mar-19
3	Mr.	Barranti	Kevin	Fremont	City of Fremont Mayor Lily Mei	Feb-16		Feb-18
4	Mr.	Bunn	Larry	Union City	Union City Transit Wilson Lee, Transit Manager	Jun-06	Jan-16	Jan-18
5	Mr.	Costello	Shawn	Dublin	City of Dublin Mayor David Haubert	Sep-08	Jun-16	Jun-18
6	Mr.	Hastings	Herb	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Mar-07	Jan-16	Jan-18
7	Ms.	Jacobson	Joyce	Emeryville	City of Emeryville Vice Mayor John Bauters	Mar-07	Jan-16	Jan-18
8	Mr.	Markowitz	Jonah	Berkeley	City of Albany Mayor Peter Maass	Dec-04	Oct-12	Oct-14
9	Rev.	Orr	Carolyn M.	Oakland	City of Oakland, Councilmember At-Large Rebecca Kaplan	Oct-05	Jan-14	Jan-16
10	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Sep-09	Jun-16	Jun-18
11	Ms.	Rousey	Michelle	Oakland	BART Director Rebecca Saltzman	May-10	Jan-16	Jan-18
12	Ms.	Saunders	Harriette	Alameda	City of Alameda Mayor Trish Spencer	Jun-08	Jun-16	Jun-18
13	Mr.	Scott	Will	Berkeley	Alameda County Supervisor Keith Carson, D-5	Mar-10	Jun-16	Jun-18

	Title	Last	First	City	Appointed By	Term Began	Re apptmt.	Term Expires
14	Ms.	Smith	Linda	Berkeley	City of Berkeley Councilmember Kriss Worthington	Apr-16		<b>Apr-18</b>
15	Ms.	Tamura	Cimberly	San Leandro	City of San Leandro Mayor Pauline Cutter	Dec-15		<b>Dec-17</b>
16	Ms.	Waltz	Esther Ann	Livermore	LAVTA Executive Director Michael Tree	Feb-11	Jun-16	<b>Jun-18</b>
17	Mr.	Zukas	Hale	Berkeley	A. C. Transit Director Elsa Ortiz	Aug-02	Feb-16	<b>Feb-18</b>



# Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** April 20, 2017

**SUBJECT:** April Legislative Update

**RECOMMENDATION:** Update on federal, state, and local legislative activities and approve legislative positions.

## Summary

The April 2017 legislative update provides information on federal and state legislative activities, an update on the state budget, and recommendations on current legislation.

## Background

The Commission approved the 2017 Legislative Program in December 2016. The final 2017 Legislative Program is divided into six sections: Transportation Funding, Project Delivery, Multimodal Transportation and Land Use, Climate Change, Goods Movement, and Partnerships (Attachment A). The program is 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.

## Federal Update

In late March 2017, Alameda CTC's chair, vice chair, several Commissioners, and staff traveled to Washington, DC. to meet with legislators and agency staff in support of Alameda CTC's 2017 Legislative Program. Staff will provide verbal updates on the highlights and outcomes of this visit.

CJ Lake, Alameda CTC's federal lobbying firm, provided the following summary of President Trump's fiscal year 2018 budget request. Refer to Attachment B for proposed changes to discretionary budgets in 2018.

## **Federal Budget**

President Trump submitted his budget blueprint for the Fiscal Year 2018 Budget and Appropriations process on March 16, 2017. The blueprint includes top-line funding levels for major agencies and highlights major programs for reduction or elimination. The blueprint includes significant increases for the Department of Defense, the Department of Homeland Security, and the Department of Veterans Affairs. Overall, the President's blueprint requests a total of \$1.065 trillion in discretionary spending, a \$5 billion reduction from FY17 and is consistent with the Budget Control Act. The budget proposes a \$54 billion increase in discretionary defense spending along with a \$54 billion reduction to non-defense programs. The full details of the President's budget request won't be revealed until May when he submits his formal budget request.

In addition, the budget document proposes a revision to FY17. The budget calls for an unspecified \$18 billion in reductions to non-defense appropriations in the pending FY17 bills as well. This unspecified \$18 billion in immediate spending cuts would offset \$3 billion in supplemental spending requested for Homeland Security border and immigration activities and part of a \$25 billion supplemental defense increase. Ultimately, House and Senate Republican leaders will decide whether to support President Trump's demand for immediate offsetting cuts to boost defense in FY17.

The federal government is currently being funded through a continuing resolution, which expires on April 28, 2017. Last week, the House of Representatives passed the FY17 appropriations bill for the Department of Defense. The Senate is expected to take up the Defense bill in the coming weeks and may attach appropriations bills for other Subcommittees. Any appropriations bills that have not completed FY17 negotiations are expected to be funded through a continuing resolution for the remainder of the fiscal year. Congress will need to decide whether to include these immediate cuts President Trump is proposing in this FY17 package.

Please note that the changes proposed in this FY18 Budget are predicated on Congress first passing a law to change the levels set in the Budget Control Act, which will not be easy, as 60 votes will be needed in the Senate. Without Congress passing a new law, the FY18 defense spending levels would be automatically cut back to current levels through another round of budget sequestration. Congress will take this proposal under advisement, but they will ultimately draft their own budget and appropriations bills.

### **Department of Transportation Budget:**

FY17 CR/Enacted: \$18.6 billion

FY18 Requested Level: \$16.2 billion

The President's FY18 budget request for the Department of Transportation provides a 12.7 percent decrease from the current rate of funding under the FY17 continuing resolution.

#### Relevant highlights:

- Proposes to eliminate funding for the Department of Transportation's TIGER grant program, which provides competitive grants for major surface transportation projects. The program is currently funded at \$499 million in the FY17 CR.
- Proposes to significantly reduce funding for the Federal Transit Administration's Capital Investment Grant program by only funding projects that are currently under a Full Funding Grant Agreement. The budget does not assume any additional federal funding for projects that are working through the new starts process, the core capacity program, or the small starts program. The budget assumes that funding will be provided through local resources.
- Eliminates funding for Amtrak's long distance routes and provides funding for the Northeast Corridor and State Supported Amtrak routes. State supported routes include the Capitol Corridor service (San Jose – Auburn), the Pacific Surfliner service (San Luis Obispo – San Diego) and the San Joaquins service (Bakersfield – Sacramento/Oakland).
- Terminates the Essential Air Service program, which provides subsidies for air service to small communities.
- While not delineated in the budget blueprint, the President's budget also includes reductions to the Federal Aviation Administration's capital and research accounts.
- In addition, the budget proposes to privatize the air traffic control operations of the Federal Aviation Administration (FAA). The FAA is expected to send up additional details on its proposal when the full budget is requested in May. While House Transportation and Infrastructure Committee Chairman Shuster supports efforts to spin off FAA's air traffic functions into a nonprofit corporation, the proposal is opposed by the House and Senate Appropriations Committees.

#### State Update

Platinum Advisors, Alameda CTC's state lobbying firm, provided the following updates on transportation funding, the budget, and legislation. The following also includes recommended positions on two state bills.

#### State Budget

**Transportation Funding Bill Passes:** On March 29, 2017, the Governor and Legislative Leadership unveiled a transportation funding package that would generate \$5.2 billion annually. This agreement was amended into SB 1 (Beall/Frazier). After lengthy floor debates in both houses and around-the-clock negotiations, the Legislature met its April 6th deadline and approved SB 1. Refer to Attachment C for information from Platinum Advisors on SB 1 revenue sources, funding programs, and

policy changes; and an overview of SB 1 from the Metropolitan Transportation Commission (MTC), including an estimate of Bay Area local road funding increases.

**State Revenues:** The Department of Finance (DOF) released its monthly cash report for February. Once again, revenues were a little below projections. While December was below projections by \$756 million, January was up by \$747 million, and February missed its mark by \$256 million. These are not huge deficits, and DOF cautions not to consider this a trend, but year-to-date revenues are now below projections by \$253 million. As usual, a lot is riding on the April revenues, which could easily erase this shortfall.

**Cap & Trade Funding:** The February cap & trade auctions results fell far short of their target. While the November auction resulted in revenues of nearly \$360 million, February's auction was on par with the June and August auction by generating only \$8 million for cap & trade programs. The usual suspects of an oversupply of credits, pending litigation, and the program's questionable future are likely to blame for the anemic results. On April 7, the cap & trade program was upheld by a state appeals court. The next auction in June will be informative to see if this court action results in higher auction returns.

**Cap & Trade Budget:** While no action on cap & trade funding is expected anytime soon, the Assembly Budget Subcommittee #2 held the first hearing on the Governor's proposal. The Senate Budget Subcommittee is not expected to review the cap & trade budget until April 27th. How the auction funds are spent will be a compromise between the Governor and the legislature, but there are policy issues the Budget Committees must address beyond the allocation of funds.

**CARB actions:** In March, the California Air Resources Board (CARB) considered for adoption the 2016 State Implementation Plan (SIP). The SIP outlines how the state plans to meet federal air-quality standards over the next 15 years. This includes expanding the deployment of zero-emission cars as well as achieving the commercial viability of heavy-duty truck and freight applications. However, the SIP does not identify a specific plan to move heavy duty trucks to ZEVs, other than funding demonstration programs.

With respect to buses, the plan continues to focus on the transition of public transit buses to ZEV technologies. In addition, the SIP includes an effort to transition all airport shuttle buses to zero emission. While details of the transit plan continue to be negotiated, the change in the name from the Advanced Clean Transit program to the Innovative Clean Transit program indicate it will be a scaled-back version from the original proposal to transition all transit buses to zero by 2030. Due to concerns that a 2030 mandate would interfere with an operator's ability to provide service, the SIP outlines a plan that supports the near-term deployment of zero-emissions buses where the economics are currently viable, and where transit service can be maintained or expanded. It also states the intent to secure binding commitments

from transit operators for a long-term vision for transitioning to zero-emission technologies.

CARB staff is expected to issue draft regulations for the Innovative Clean Transit Program this summer, with the goal of presenting them to the Board by the end of the year.

### ***State Legislation***

**State Actions on Preservation:** Senate Pro Tem de Leon and members of the Senate Democrat Caucus announced a package of bills aimed at preempting any federal rollback of statutes or regulations related to the environment, public health, and whistleblower protections. These measures in short would incorporate into state law specific federal statutes and federal regulations as those statutes and regulations existed on January 1, 2017.

The package includes SB 49 (de Leon), which would make current federal clean air, climate, clean water, worker safety, and endangered species standards enforceable under state law. This bill directs state environmental, public health, and worker safety agencies to take all actions within their authorities to ensure standards in effect and being enforced today continue to remain in effect. This would include directing CARB to proceed with and enhance the implementation of air quality programs. SB 49 was approved on a party line vote by in the Senate Committee on Natural Resources & Water and will be heard next by the Senate Committee on Environmental Quality.

SB 50 was also amended to establish a new state policy to discourage the conveyance of federal land to private owners. SB 50 directs the State Lands Commission to establish a process granting the state the "first right of refusal" of any federal lands proposed for sale or conveyance. The final piece of this package is SB 51, which would enact the Whistleblower and Public Data Protection Act. SB 51 would ensure that federal employees do not lose state licensure for revealing any violations of law. It would also direct state environmental and public health agencies to protect any information or data under state law, even if federal entities order their censorship or destruction.

**NEPA Delegation:** AB 28 (Frazier) was unanimously approved by both the Senate and Assembly and signed by the Governor at the end of March, reinstating the NEPA delegation authority. The bill will have to be revisited since during final deliberations it was amended to include a January 1, 2020 sunset date.

AB 28 re-enacts a program that authorizes the California Department of Transportation (Caltrans) to assume the responsibilities of administering the National Environmental Policy Act (NEPA) for federally funded transportation projects in

California. The statutory authority for Caltrans to assume this role expired on January 1, 2017.

### **State Bill Recommendations**

This month, staff recommends the following positions on state bills.

Bill Number	Bill Information	Recommendation
<a href="#">AB 333 (Quirk)</a> State Highway Route 185: relinquishment: County of Alameda.	Existing law establishes the State Highway System and authorizes the California Transportation Commission to relinquish all or a portion of designated state highway routes to specified local agencies if certain conditions are met. Portions of state highways that have been relinquished are not state highways and become ineligible for future adoption as a part of the State Highway System. Existing law authorizes the commission to relinquish all or a portion of Route 185 in the City of Hayward to the city. This bill would additionally authorize the commission to relinquish all or a portion of Route 185 in the unincorporated area of the County of Alameda to that county and related portions to the City of Hayward.	<p>Alameda CTC's 2017 legislative program supports legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs.</p> <p>This bill supports both Alameda County's and the City of Hayward's interests in local community and housing development in this area. In addition, Alameda CTC will conduct corridor planning efforts to support multimodal improvements along this corridor.</p> <p>Staff recommends a <b>SUPPORT</b> position on this bill.</p> <p>The Planning, Policy and Legislation Committee (PPLC) unanimously approved a support position on April 10, 2017.</p>
<a href="#">AB 344 (Melendez)</a> Toll evasion violations.	This bill would not require a person contesting a notice of toll evasion violation or notice of delinquent toll evasion from being required to pay the toll evasion penalty until after the processing agency or issuing agency finds as a result of an investigation, or the processing	Alameda CTC's 2017 legislative program supports high-occupancy vehicle (HOV)/toll lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation and use.



	<p>agency finds as a result of an administrative review, or a court finds as a result of a hearing, that the contestant did commit a toll evasion violation, whichever occurs later.</p>	<p>This bill would create additional administrative burdens and costs associated with payment of toll evasion penalties.</p> <p>Staff recommends an <b>OPPOSE</b> position on this bill.</p> <p>PPLC unanimously approved an oppose unless amended position on April 10, 2017.</p>
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**Fiscal Impact:** There is no fiscal impact.

#### **Attachments**

- A. Alameda CTC 2017 Legislation Program
- B. Trump Administration Proposed Federal FY18 Budget
- C. Platinum Advisors and MTC Overview of SB 1

#### **Staff Contact**

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

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## 2017 Alameda County Transportation Commission Legislative Program

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

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

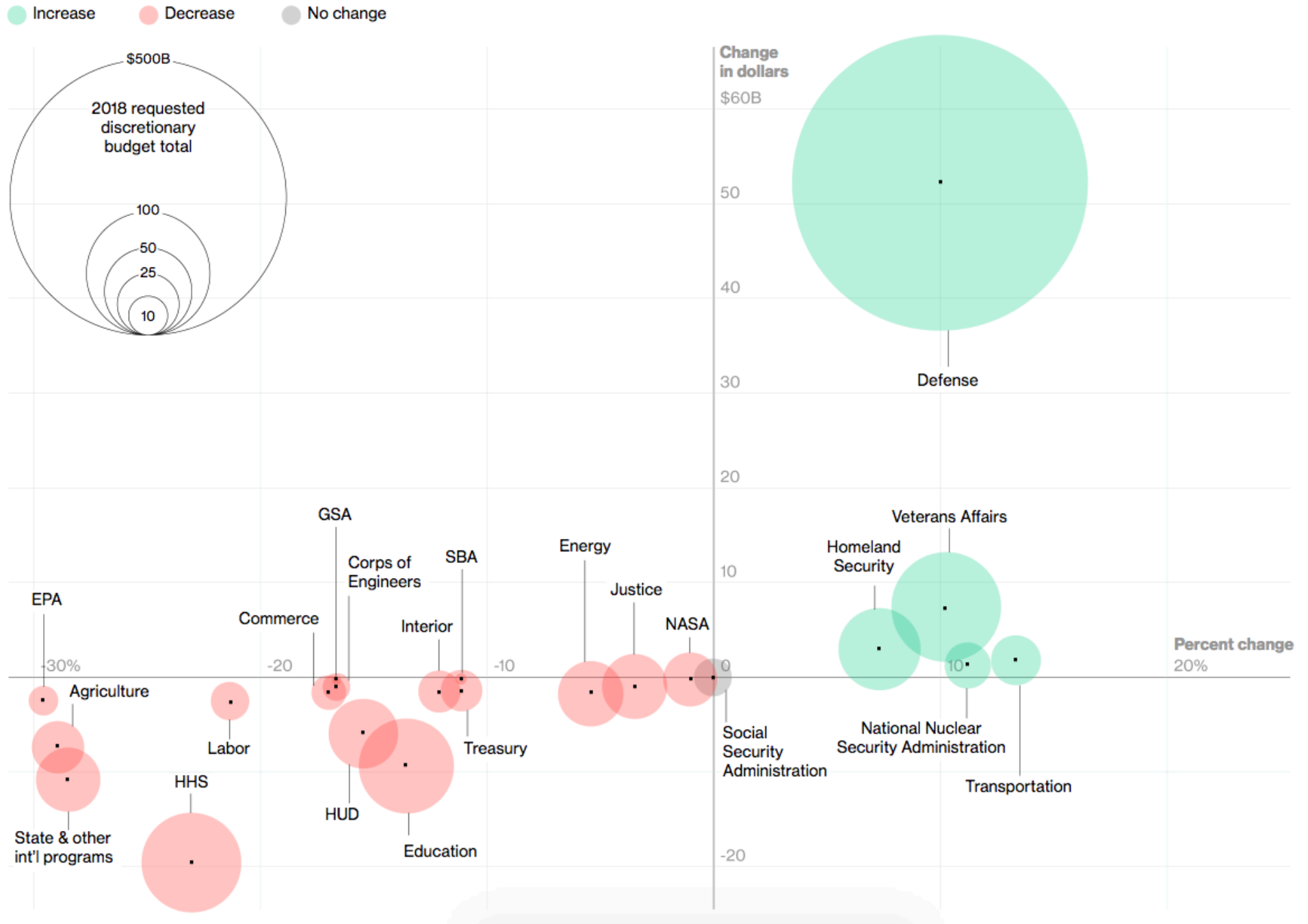
[www.AlamedaCTC.org](http://www.AlamedaCTC.org)

*"Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities. Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measureable performance indicators. Our transportation system will be: Multimodal; Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies; Integrated with land use patterns and local decision-making; Connected across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes; Reliable and Efficient; Cost Effective; Well Maintained; Safe; Supportive of a Healthy and Clean Environment."*

Issue	Priority	Strategy Concepts
<b>Transportation Funding</b>	Increase transportation funding	<ul style="list-style-type: none"> <li>Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures.</li> <li>Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled, or other reliable means.</li> <li>Support efforts that protect against transportation funding diversions and overall increase transportation funding.</li> <li>Support new funding sources for transportation.</li> <li>Support new funding sources for transit operations and capital for bus, BART, and rail connectivity.</li> </ul>
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> <li>Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations.</li> <li>Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs.</li> <li>Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.</li> <li>Support efforts that streamline financing and delivery of transportation projects and programs.</li> <li>Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.</li> <li>Seek, acquire, and implement grants to advance project and program delivery.</li> </ul>
<b>Project Delivery and Operations</b>	Advance innovative project delivery	<ul style="list-style-type: none"> <li>Support environmental streamlining and expedited project delivery.</li> <li>Support contracting flexibility and innovative project delivery methods, as well as project development advancements such as autonomous vehicles.</li> <li>Support high-occupancy vehicle (HOV)/toll lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation and use.</li> <li>Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.</li> </ul>
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> <li>Support efforts that reduce project and program implementation costs.</li> <li>Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.</li> </ul>
	Protect the efficiency of managed lanes	<ul style="list-style-type: none"> <li>Support utilizing excess capacity in HOV lanes through managed lanes as a way to improve corridor efficiencies and expand traveler choices.</li> <li>Support ongoing HOV/managed lane policies to maintain corridor-specific lane efficiency</li> <li>Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.</li> </ul>
<b>Multimodal Transportation and Land Use</b>	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> <li>Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs.</li> <li>Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs).</li> </ul>

Issue	Priority	Strategy Concepts
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> <li>• Support innovative financing opportunities to fund TOD and PDA implementation.</li> <li>• Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people, including addressing parking placard abuse, and do not create unfunded mandates.</li> <li>• Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education.</li> <li>• Support parity in pre-tax fringe benefits for public transit, carpooling, vanpooling and other active transportation/bicycle and pedestrian modes of travel with parking.</li> </ul>
<b>Climate Change</b>	Support climate change legislation to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> <li>• Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development.</li> <li>• Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy.</li> <li>• Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions.</li> <li>• Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.</li> </ul>
<b>Goods Movement</b>	Expand goods movement funding and policy development	<ul style="list-style-type: none"> <li>• Support a multimodal goods movement system and efforts that enhance the economy, local communities, and the environment.</li> <li>• Support a designated funding stream for goods movement.</li> <li>• Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy.</li> <li>• Support legislation that improves the efficiency and connectivity of the goods movement system.</li> <li>• Ensure that Bay Area transportation systems are included in and prioritized in state and federal goods movement planning and funding processes.</li> <li>• Support rewarding Self-Help Counties that directly fund goods movement infrastructure and programs.</li> </ul>
<b>Partnerships</b>	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> <li>• Support efforts that encourage regional 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.</li> <li>• Support policy development to advance transportation planning, policy, and funding at the county, regional, state, and federal levels.</li> <li>• Partner with community agencies and other partners to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs.</li> <li>• Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.</li> </ul>

# Proposed changes to agency discretionary budgets in 2018\*



Source: Office of Management and Budget \*Some percentages differ from administration figures because change is calculated against fiscal 2016 levels, the last year for which the government was fully funded. The current fiscal 2017 stopgap spending measure runs through April 28. Graph borrowed from Bloomberg Politics: <https://www.bloomberg.com/graphics/2017-trump-budget/>

# Funding eliminated for 19 independent agencies

## African Development Foundation

- Provides grants to community groups and small businesses that help marginalized communities in Africa.

## Appalachian Regional Commission

- Funds programs to develop economic opportunities, infrastructure and the workforce in 13 Appalachian states, with much of its work focused on coal-dependent communities.

## Chemical Safety Board

- Investigates chemical accidents and makes recommendations to industry and labor groups, OSHA and the EPA, to prevent future incidents.

## Corporation for National and Community Service

- Funds thousands of volunteer organizations across the country and runs AmeriCorps, Senior Corps and the Social Innovation Fund.

## Corporation for Public Broadcasting

- Funds more than 1,500 public TV and radio stations, including PBS, NPR and affiliated local stations.

## Delta Regional Authority

- Funds economic development projects in the seven states in the Mississippi Delta region.

## Denali Commission

- Provides utilities, infrastructure and economic support in Alaska.

## Institute of Museum and Library Services

- Supports libraries and museums through research, policy development and grant making.

## Inter-American Foundation

- Provides grants to organizations working to improve economic conditions for poor communities in the Americas and the Caribbean.

## U.S. Trade and Development Agency

- Funds projects that link American exporters with buyers in developing countries.

## Legal Services Corporation

- Funds organizations that provide legal aid to low-income Americans.

## National Endowment for the Arts

- Funds grants for nonprofit organizations and writing fellowships.

## National Endowment for Humanities

- Supports research and initiatives to preserve cultural resources and promotes humanities education.

## Neighborhood Reinvestment Corporation

- Assists organizations aimed at revitalizing rural, urban and suburban communities and securing access to affordable housing.

## Northern Border Regional Commission

- Promotes economic development in distressed counties near the Canadian border in Maine, New Hampshire, Vermont and New York.

## Overseas Private Investment Corporation

- Helps U.S. businesses invest in emerging markets by providing loans, political risk insurance and support for private equity funds.

## United States Institute of Peace

- Works to address violent conflicts and encourage religious tolerance through research, training and partnerships with governmental agencies.

## United States Interagency Council on Homelessness

- Coordinates with federal agencies to prevent and end homelessness.

## Woodrow Wilson International Center for Scholars

- A non-partisan think tank based in Washington, D.C. that conducts and promotes research on national and world affairs.



# And at least 61 other programs

## Environmental Protection Agency

### Clean Power Plan

- Creates national standards for carbon pollution from power plants and helps states develop and deploy clean energy alternatives.

### International climate change programs

- Promotes clean and efficient energy technologies and the sharing of scientific climate research through multilateral initiatives and treaties.

### Climate change research and partnership programs

- Research and report on climate change's impact on the U.S.

### Great Lakes Restoration Initiative

- Government task force focused on pollution cleanup, invasive-species reduction and wildlife protection within the Great Lakes.

### Chesapeake Bay Program

- Regional partnership that oversees the restoration of the Chesapeake Bay and its watershed.

### Energy Star

- Certifies and recognizes buildings and consumer products that meet specific energy-efficiency criteria.

### Targeted Air Shed grants

- Assists local and state air pollution control agencies in developing plans and implementing projects to reduce air pollution in highly polluted areas.

### Endocrine Disruptor Screening Program

- Screens pesticides, chemicals and other contaminants for their potential effect on estrogen, androgen and

## Education

### Supporting Effective Instruction State Grants

- Provides grants to non-profit organizations that recruit and provide professional enhancement for teachers and principals.

### 21st Century Community Learning Centers

- Supports community learning centers that provide before-and after-school programs for children, particularly those in high-poverty areas.

### Federal Supplemental Educational Opportunity Grant

- Provides need-based grants of up to \$4,000 to low-income undergraduates for postsecondary education.

### Striving Readers

- Helps states fund literacy programs for children, birth through grade 12, including those with disabilities and limited English.

### Teacher Quality Partnership

- Funds initiatives aimed at improving the quality of new teachers through better development and recruiting methods.

### Impact Aid Support Payments for Federal Property

- Provides funding to school districts that have a diminished tax base due to federal property ownership in the district.

## State, Treasury, USAID

### Global Climate Change Initiative

- Provides financial assistance for global climate change initiatives in

## Housing and Urban Development

### Community Development Block Grant Program

- Funds programs that assist low-income people with housing issues, including the elimination of urban blight and other community programs.

### HOME Investment Partnerships Program

- Provides block grants to state and local governments to create affordable housing solutions for low-income households.

### Choice Neighborhoods

- Funds programs to replace distressed public housing and promotes investment for neighborhood improvement.

### Self-Help Homeownership Opportunity Program

- Funds nonprofit organizations that build new housing for low-income families through sweat equity and volunteer labor.

### Section 4 Capacity Building for Community Development and Affordable Housing

- Works with nonprofit groups to fund community development and affordable housing initiatives aimed at low-income families.

## Commerce

### Economic Development Administration

- Provides grants and assistance to create new jobs, retain businesses and stimulate growth in economically distressed communities.

## Labor

### Senior Community Service Employment Program

- A community service and work-based job training program for older Americans, including training for low-income, unemployed seniors.

### Bureau of International Labor Affairs grant program

- Provides funding for research initiatives and projects in over 94 countries to combat child labor and forced labor.

### Occupational Safety and Health Administration training grants

- Provides grants for training and education programs for employers and workers on the prevention of safety and health hazards in the workplace.

## Health and Human Services

### Fogarty International Center

- Supports global health research initiatives, including infectious disease research in developing countries.

### Low Income Home Energy Assistance Program

- Provides assistance to low income families to help pay for their home's energy bills and some energy-related maintenance.

### Community Services Block Grant

- Funds projects aimed at reducing poverty in communities, including projects focused on education, nutrition, employment and housing.

## Transportation

- Federal support for Amtrak's

thyroid hormone systems.

**Infrastructure assistance to Alaska Native villages**

- Assists Alaska Native villages with infrastructure projects to address problems with water quality, sanitation and other environmental needs.

**Infrastructure assistance near the Mexican border**

- Funds environmental infrastructure projects in border-area communities that will have a positive effect on health and the environment in the U.S.

## NASA

**Mission to land on Europa**

- Develop a spacecraft able to orbit and land on Europa, a moon of Jupiter, in efforts to look for signs of life, study Europa's habitability and assess suitability for future missions.

**Asteroid Redirect Mission**

- Would visit a large near-Earth asteroid, collect a boulder from its surface and redirect the asteroid into orbit around the moon.

**PACE Earth Science Mission**

- Would study global ocean color, monitor ocean health and provide data on climate factors including chlorophyll and aerosol particles.

**OCO-3 Earth Science Mission**

- Would measure atmospheric carbon dioxide levels on Earth via the International Space Station.

**DSCOVR Earth-viewing instruments**

- Monitors solar wind to provide alerts and forecasts of space weather conditions including geomagnetic storm impacts on Earth.

developing countries.

**U.N. Green Climate Fund**

- Funds projects to help developing countries mitigate and tackle the effects of climate change.

**U.N. Climate Investment Funds**

- Pairs developing nations with multi-lateral development banks to create programs to reduce emissions and combat climate change.

**Emergency Refugee and Migration Assistance Account**

- Funds U.S. government refugee assistance efforts during unanticipated and urgent humanitarian crises.

**Complex Crises Fund**

- Provides rapid response funding to USAID to prevent violent conflict and mass atrocities.

**East-West Center**

- Strengthens relations among the peoples and nations of Asia, the Pacific and the U.S. through education and research initiatives.

## Energy

**Advanced Research Projects Agency-Energy**

- Provides funding and support to short-term energy research projects aimed at improving the U.S. economy, environment and national security.

**Title 17 Innovative Technology Loan Guarantee Program**

- Provides loans to support the use of new energy technology.

**Advanced Technology Vehicle Manufacturing Program**

- Provides loans to automotive and component manufacturers for facilities and engineering that support

**Minority Business Development Agency**

- Promotes the growth of minority-owned businesses through advocacy, policy, research and access to capital and contracts.

**Manufacturing Extension Partnership**

- Regional centers that assist smaller, U.S. manufacturing companies with adopting new technologies.

**NOAA Sea Grant programs**

- Network of 33 university-based programs that support and sponsor marine research, outreach and education projects.

## Agriculture

**Water and Waste Disposal Loan and Grant Program**

- Provides funding for clean drinking water, sanitary sewage disposal and storm-water drainage programs in rural areas.

**Rural Business and Cooperative Service's discretionary programs**

- Provides financial assistance for economic development programs in rural communities, including renewable energy and biofuel initiatives.

**McGovern-Dole International Food for Education Program**

- Supports education, child development and food security initiatives in low-income, food-deficit countries around the world.

**long distance train services**

- Subsidizes the cost of traveling on Amtrak's long-distance routes.

**Essential Air Service**

- Subsidizes airlines for regular flights to and from small and midsize regional airports.

**TIGER discretionary grant program**

- Provides transportation infrastructure grants to state, local and tribal governments.

## Small Business Administration

**PRIME technical assistance grants**

- Provides training and technical assistance to organizations that help disadvantaged entrepreneurs.

**Regional Innovation Clusters**

- Supports public-private partnerships concentrated in regional groups to strengthen small businesses.

**Growth Accelerators**

- Funds startups that support underserved communities and areas with less access to venture capital.

## Treasury

**Community Development**

**Financial Institutions Fund grants**

- Provides grants and support to local community-based financial institutions.

## Homeland Security

**NFIP Flood Hazard Mapping's discretionary appropriation**

- Provides states and local entities with data about flood risks in their area.



**CLARREO Pathfinder**

- Produces climate data to test climate models' projections, aiming to make future projections more accurate.

**Office of Education**

- Supports education in public elementary and secondary schools and informal settings, coordinates and disseminates findings of NASA research projects.

advanced technology vehicles.

**Weatherization Assistance Program**

- Provides grants to local governments to improve weatherization and energy efficiency of homes of low-income residents.

**State Energy Program**

- Supports local State Energy Offices in advancing energy efficiency and infrastructure.

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**Justice****State Criminal Alien Assistance Program**

- Gives funding to states and local governments for correctional officer salary costs associated with incarcerating undocumented criminal aliens.

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April 7, 2017

TO: Alameda County Transportation Commission

FR: Steve Wallauch  
Platinum Advisors

RE: **Legislative Update**

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**Done Deal:** After lengthy floor debates in both houses and around-the-clock negotiations, the Legislature met its April 6<sup>th</sup> deadline and approved SB 1 and ACA 5. These measures are sitting on the Governor's desk where a signing ceremony is being planned in the next few days. The vote was obviously going to be close. The Senate approved SB 1 on a vote of 27-11, where Republican Senator Anthony Cannella cast the deciding vote, and Senator Steve Glazer was the only Democrat to vote "No." In the Assembly the vote was a party line affair of 54-26, with Assemblyman Rudy Salas being the lone Democrat to vote "No."

Following the announcement of this deal last week, the Governor engaged in a full court press to personally ensure every possible vote. These negotiations lasted throughout the night on the eve of this vote and right up until the roll was opened. To reach the 2/3s needed, deals were cut. In order to secure the votes Senator Cannella (R-12) and Assemblyman Adam Gray (D-21), \$500 million was earmarked for projects in their districts. In addition, another \$427 million was allocated to projects in the district of Senator Richard Roth (D-31) and Assemblywoman Sabrina Cervantes (D-60). These appropriations have been amended into a budget bill, SB 132, which remains pending on the Senate Floor. The 72-hour in print rule prevented any action on this bill until the legislature returns from its spring recess. SB 132 includes the following new appropriations:

- \$400 million to extend ACE rail service to Ceres and Merced. These funds are appropriated from the Transit & Intercity Rail Program, and are available to be drawn down until June 30, 2027.
- \$100 million for the UC Merced Campus Parkway Project is appropriated from the State Highway Account, and are available for encumbrance until June 30, 2023.
- \$427 million for various projects related to the Riverside County Transportation Efficiency Corridor from the State Highway Account. These funds are available until June 30, 2023 for the following projects:
  - \$180 million to the 91 Toll Connector to I-15 North
  - \$6.3 million for the Hammer Bridge Widening
  - \$84.5 million for the McKinley Grade Separation

- \$106 million for the Jurupa Avenue Grade Separation
- \$48 million for the I-15/Limonite Interchange

### **SB 1 Revenue**

Revenue Source	2017-18	2018-19	2019-20	Notes
Gasoline Excise Tax	\$1.23B	\$1.84B	\$2.18B	All of the 12 cent base increase is deposited into the Road Maintenance & Rehabilitation Program (RMRP), except \$557M is deposited into the SHA. Revenue from resetting the price based excise tax to 17.3 cents is deposited into HUTA, and the revenue from inflation of the price based excise tax is deposited into the SHA.
Diesel Excise Tax	\$382M	\$702M	\$656M	These funds are split between the RMRP and Trade Corridor Enhancement Program
Diesel Sales Tax (4%)	\$382M	\$702M	\$656	The 4% rate is split with 3.5% allocated to the STA, and .5% allocated to the intercity & commuter rail program.
Transportation Improvement Fee  The fee on ZEVs does not start until 2020 and would generate an additional \$18M in 2020-21 FY.	\$734M	\$1.47B	\$1.48B	\$350M is allocated to the PTA and \$250 M is allocated to the Congested Corridor Program. The balance goes to the RMRP
Loan Repayments: Public Transportation Account (PTA)	\$85M	\$85M	\$86M	The payments to the PTA are allocated to the Transit & Intercity Rail Program
State Highway Account	\$75M	\$75M	\$75M	
Local Streets & Roads	\$75M	\$75M	\$75M	

The numbers in the chart are based on the estimate for each fiscal year. The totals below are based on the 10 year average at full implementation of all fees and taxes and inflation adjustments.

- \$24.4 billion in new gasoline excise tax revenue. The proposal would increase the gasoline excise tax by 12 cents starting November 1, 2017. It would also end the BOE's "true-up" process of annually adjusting the price based excise tax. The bill would set the price based excise tax at 17.3 cent per gallon starting on July 1, 2019, which equates to 5.5 cent increase over the 11.8 cent rate that was adopted by the BOE last month. Starting July 1, 2020 the total gasoline excise tax would then be adjusted for inflation.
- \$7.27 billion in new diesel excise tax revenue. This includes a new 20 cent excise tax starting on November 1, 2017. The BOE's annual adjustment would also be ended, and the base excise tax would be set at the current rate of 16 cents per gallon. The excise tax would also be adjusted for inflation starting on July 1, 2020.
- \$706 million in outstanding loans repaid. The proposal would accelerate the repayment of existing loans made from various transportation accounts. The bill would repay the loans as follows:
  - \$256 million to the PTA for local transit operations and capital expenditures (\$85 million in 2017-18 and 2018-19, and \$86 million in 2019-20). Of this amount \$20 million is dedicated to climate adaption planning grants, and \$236 million is allocated to the Transit & Intercity Rail Program.
  - \$225 million to the SHA for state highway maintenance expenditures (\$75 million in 2017-18, 2018-19, and 2019-20).
  - \$225 million to the HUTA for local streets and roads expenditures (\$75 million in 2017-18, 2018-19, and 2019-20).
- \$16.3 billion in new Transportation Improvement Fee revenue, and \$20 million in new zero emission vehicle fee revenue. Vehicle registration fees would be increased from \$25 to \$175 depending on the value of the vehicle. An additional \$100 vehicle registration fee on all zero emission vehicles would be applied starting in 2020. This Transportation Improvement Fee would be adjust for inflation and be applied as follows starting on January 1, 2018:
  - \$25 for vehicles with a value of less than \$5000.
  - \$50 for vehicles with a value of \$5,000-\$24,999
  - \$100 for vehicles with a value of \$25,000-\$34,999
  - \$150 for vehicles with a value of \$35,000-\$59,999
  - \$175 for vehicles with a value over \$60,000

This revenue would be split with \$350 million dedicated to public transit, \$250 million for the Congested Corridor Program, and the balance deposited into the Road Maintenance and Rehabilitation Account. The \$350 million for transit would be divided with 70% allocated to the Transit Capital & Intercity Rail Program, and 30% allocated via the STA formula for state of good repair projects.

- \$3.5 billion in diesel sales tax revenue. Increases the sales tax on diesel fuel by 4% starting on November 1, 2017. The 4% increase is split with 3.5% allocated via the STA formula, and .5% dedicated to intercity and commuter rail. The tax rate will be adjusted for inflation. This equates to approximately \$310 million being allocated by STA, and \$40 million allocated by formula to intercity and commuter rail operators.

### **Funding Programs**

- Creates the Road Maintenance and Rehabilitation Program (RMRP), which is where all gasoline excise tax and a portion of vehicle registration fee revenue and diesel excise tax is deposited. The Program funds can be used for maintenance and rehabilitation projects, safety projects, traffic control devices, complete streets projects and drainage or storm water projects in conjunction with any other allowable project.
- A State and Local Partnership Program is created and funded with \$200 million annually from the Road Maintenance and Rehabilitation Program funds. These funds are set aside to match voter approved taxes or developer fees dedicated to transportation improvements. This program would be implemented pursuant to guidelines developed and adopted by the CTC in consultation with Caltrans, transportation planning agencies, and other local agencies.
- Public Transit operators would receive \$415 million through the State Transit Assistance formula. This includes \$310 million from the diesel sales tax increase and an additional \$105 million that is generated through the increase on vehicle registration fees. These funds would be allocated through the STA program. The \$310 million in diesel sales tax revenue could be used for both operations and capital, but the revenue generated by the registration fee must be used for capital, fix-it-first, projects, and this will include new reporting requirements.
- Intercity and Commuter Rail operators will share approximately \$40 million in diesel sales tax revenue for capital and operations. The allocation formula will be determined by CalSTA, but it will include splitting the funds between intercity and commuter rail operators, and then developing an allocation formula for commuter operators and a separate allocation for intercity operators.
- Transit and Intercity Rail Program would receive \$481 million. This includes \$245 million Transportation Improvement Fee revenue, and \$236 million in loan repayment funds. This would replace the loss of cap & trade funds that both SB 1 and the Governor's proposal would have allocated to this program. In addition, this program will receive a portion of the loan repayment funds.
- The Active Transportation Program would receive \$100 million annually. This revenue would be allocated to the CTC from the RMRP account.

- Cities and counties will receive \$1.5 billion annually for local street and road maintenance projects, and Caltrans will receive \$1.5 billion annually for the state highway maintenance. Half of the city and county share is allocated to cities on a per capita basis. The county share is allocated to each county based on road miles and vehicles registration.
- Trade Corridors Enhancement Account would receive \$300 million annually. SB 1 directs half of the 20 cent diesel excise tax revenue to this program. This is a new account separate from the Trade Corridors Improvement Program. These funds would be appropriated by the Legislature in the budget to projects nominated by local agencies and the state.
- Congested Commute Corridors is a new program that would annually receive \$250 million Transportation Improvement Fee revenue. These funds would be used to fund multi-modal improvements to ease congestion within the most congested corridors. The CTC would award these funds to projects nominated by the state, regional transportation planning agencies and transportation commissions. The CTC may not award more than half of these funds to projects nominated solely by the state.
- State Transportation Improvement Program (STIP) will receive about \$83 million annually for highway improvement projects.
- Caltrans would receive \$400 million annually specifically for bridge and culvert repair work. This revenue would be allocated from the RMRP account.
- Planning grants – The package earmarks \$25 million annually for local and regional planning grants aimed at revising local plans to be consistent with SB 375. An additional \$20 million is set aside to fund regional transportation adaptation plans.

#### **Policy Changes**

- Requires Caltrans to update the Highway Design Manual to incorporate complete streets design concepts by January 1, 2018
- Creates the Office Transportation Inspector General. The Inspector General shall be appointed to a 6 year term and be responsible for review policies, practices, and procedures and conduct audits and investigations of activities involving state transportation funds in consultation with all affected state agencies. The Inspector General shall report annually to the Governor and Legislature on all findings.
- Proposes significant changes to the SHOPP process. Specifies that the SHOPP program shall also include operating costs. In addition, it must specify specified milestones for each project and costs for specified phases. Any change to the project or cost increase must be submitted to the CTC for approval.
- Creates the Advanced Mitigation Program. The purpose of Program is to improve the success and effectiveness of actions implemented to mitigate natural resource impacts of future transportation projects by establishing the means to implement mitigation

measures well before the transportation projects are constructed. The advance identification and implementation of mitigation actions are aimed at streamlining the delivery of transportation projects by anticipating mitigation requirements for planned transportation projects and avoiding or reducing delays associated with environmental permitting.

- While not a part of SB 1, the transportation funding package also includes ACA 5 (Frazier), which would exempt appropriations of all new revenues generated by SB 1 from the state appropriations limit, and place constitutional restrictions on the use of revenues derived from diesel fuel sales taxes and SB 1's Transportation Improvement Fee



## **MTC OVERVIEW OF SB 1 (BEALL AND FRAZIER)**

### **NEW & AUGMENTED FUNDING PROGRAMS**

Below is a summary of the funding provided by program and the new revenue sources authorized in Senate Bill 1 (Beall and Frazier).

#### **Road Maintenance and Rehabilitation Program**

SB 1 establishes the Road Maintenance and Rehabilitation Program (RMRP) to address deferred maintenance on the state highway and local street and road systems. The California Transportation Commission (CTC) will allocate the funds and is required to develop guidelines by January 1, 2018. The bill provides that funds shall be used for projects that include, but aren't limited to, the following:

- Road maintenance and rehabilitation
- Safety projects
- Railroad grade separations
- Complete street components, including active transportation purposes, pedestrian and bicycle safety projects, transit facilities, and drainage and stormwater capture projects in conjunction with any other allowable project
- Traffic control devices

The RMRP, which would receive approximately \$3.7 billion annually once all new revenue streams take effect, is funded by the newly established Road Maintenance and Rehabilitation Account (RMRA), which receives four sources of new revenue:

- A new 12-cent/gallon gasoline excise tax, effective November 1, 2017.
- Monies remaining from a new vehicle registration surcharge (called a Transportation Improvement Fee) after \$600 million annually is set aside for public transit, intercity/commuter rail and a new Congested Corridors program. These programs are described in more detail on pages 2-5. The vehicle surcharge takes effect on January 1, 2018.
- A new \$100/year zero-emission vehicle registration surcharge, which takes effect on July 1, 2020.
- 50 percent of the 20-cent/gallon diesel excise tax increase, effective November 1, 2017.

#### ***RMRP Takedowns***

Before program funds are distributed to cities, counties and Caltrans, there are several annual takedowns, which are bulleted below:

- Cost of administration – unspecified
- \$200 million for a self-help counties partnership program limited to counties that have voter-approved dedicated transportation taxes or uniform developer fees dedicated to transportation. Funds would be continuously appropriated to a county and each city within the county for road maintenance and rehabilitation purposes.
- \$100 million for the Active Transportation Program
- \$400 million to Caltrans for bridge and culvert maintenance and rehabilitation
- \$25 million for Freeway Service Patrol
- \$25 million for local planning grants to be administered by Caltrans

- \$5 million for the California Workforce Development Board to assist local agencies to implement policies that promote pre-apprenticeship training programs from FY 2017-18 through FY 2021-22.
- \$7 million for transportation research and workforce training including \$5 million for the University of California and \$2 million for the California State University.

#### *Local Street & Road Funding*

SB 1 continuously appropriates 50 percent of the RMRA revenues remaining after the takedowns described above to cities and counties using the same formula that applies to the existing base 18-cent per gallon gasoline excise tax. The bill includes a “maintenance of effort” requirement for local funds contributed to street and road repairs to help ensure that the new funding augments existing budgets for road repairs. Specifically, it requires each city and county to spend no less than the annual average from its general fund during 2009-10 through 2011-12. It also requires that a local jurisdiction submit a detailed list of proposed projects to be funded to the CTC prior to receiving an allocation, but authorizes cities and counties to fund projects outside of that list in accordance with local needs and priorities, so long as they are consistent with the program’s project eligibility provisions. If a city or county can demonstrate that it has attained a pavement condition index of 80 or higher, it may spend the funds on other transportation priorities.

#### *State Highway Maintenance & Rehabilitation*

The remaining 50 percent of RMRA revenues are provided to Caltrans for maintenance of the state highway system or for purposes of the State Highway Operations and Protection Program (SHOPP). The bill requires Caltrans to report annually to the CTC on its use of these funds, including detailed project descriptions, and its progress to achieving the performance goals listed in the accompanying memo. In addition, the CTC is required to report annually on the department’s progress and may withhold funds if it determines funding is not being spent appropriately.

#### *Requirements and Policies Applicable to RMRP Funding*

SB 1 provides that, to the extent possible and cost effective, Caltrans and local agencies:

- Use materials that reduce the life cycle cost and minimize greenhouse gas (GHG) emissions.
- Accommodate advance automotive technologies, such as charging or fueling for zero-emission vehicles.
- Include features in the project that make it more resilient to climate change risks, such as fire, flood and sea level rise.
- Incorporate complete streets elements that improve the quality of bicycle and pedestrian facilities, where feasible and practicable.

There is also a requirement that by July 1, 2023, Caltrans and local agencies that receive RMRA funds through follow new workforce training guidelines developed by the California Workforce Development Board, pursuant to SB 1.

#### **PUBLIC TRANSIT FUNDING**

##### **Public Transit Formula Funding**

SB 1 provides a significant infusion of funding for public transit, including formula-based and competitive funding. The State Transit Assistance (STA) program, the state's flexible transit funding program which may be used for capital or operating purposes, would be boosted by approximately \$250 million per year from an increase in the diesel sales tax rate of 3.5 percent. These funds would augment the existing STA program and would not be subject to additional requirements or conditions. MTC estimates the Bay Area would receive approximately \$70 million more per year in revenue-based STA funds and \$24 million more per year in population-based funds.

Another \$105 million per year derived from a new Transportation Improvement Fee (TIF) would also be distributed using the STA formula but would be limited largely to capital improvements focused on modernizing transit vehicles and facilities. The Bay Area would receive approximately \$39 million per year total from this capital-only component, including \$29 million in revenue-based STA funds and \$10 million more per year in population-based funds. Finally, the bill provides a substantial one-time infusion and an annual supplement to the competitive Transit and Intercity Rail Capital Program (TIRCP), as well as new funding for intercity and commuter rail, as described below.

### **Transit and Intercity Rail Capital**

SB 1 provides additional one-time and ongoing funding to the TIRCP, a heavily oversubscribed program that is currently reliant upon somewhat unpredictable Cap-and-Trade funds and administered by the California State Transportation Agency (CalSTA). The TIRCP would receive a one-time infusion of at least \$236 million as a result of a General Fund loan repayment as well as an additional \$245 million annually from the TIF starting in FY 2018-19. This amount is set forth in the statute and will not escalate even though the TIF rate is indexed to inflation. In FY 2017-18, the TIRCP should receive approximately half the annual amount (\$123 million) from the TIF since the new fee is not effective until January 1, 2018.

### **Intercity and Commuter Rail Funding**

The bill boosts funding for intercity rail and commuter rail by dedicating a new 0.5 percent diesel sales tax to this purpose. Similar to the TIRCP, projects would be selected by CalSTA. Of the approximately \$37.5 million available each year, funds would be distributed as follows:

- 50 percent to CalSTA for "state-supported intercity rail services." Of that amount, at least 25 percent shall be allocated to each of the state's three intercity rail corridors that provide regularly scheduled intercity rail service (the Capitol Corridor, San Joaquin, Pacific Surfliner routes).
- 50 percent to CalSTA to be allocated to public agencies responsible for commuter rail service. For FY 2018-19 and FY 2019-20, each of the state's five commuter rail agencies (including ACE, Caltrain and SMART) would receive 20 percent. Subsequent to that, CalSTA would allocate funds pursuant to guidelines to be adopted by July 1, 2019.
- Funds may be spent for operations or capital.
- Similar to the STA program, the actual amount of revenue each year will depend on diesel prices and sales.

### **OTHER PROGRAMS**

#### **State Transportation Improvement Program (STIP) Funding**

While the bill doesn't include any specific provisions applicable to the STIP, effective July 1,

2019, it boosts funding for the STIP by virtue of eliminating the annual adjustment pegged to the price of fuel for what is known as the “price-based excise tax.” Instead, SB 1 sets the rate at 17.3 cents/gallon on July 1, 2019, plus an annual adjustment to keep pace with inflation that will be begin in July 1, 2020.<sup>1</sup> This tax is a major source of STIP funding, receiving 44 percent of its revenue after backfilling the SHOPP for the loss of weight fees. Since the existing rate of 9.8 cents/gallon already offsets weight fees, any increase above that is distributed directly according to a 44/44/12 percent formula where the other 44 percent goes to cities and counties for local streets and roads, and the 12 percent goes to Caltrans for highway maintenance and rehabilitation.

While it’s impossible to predict exactly how this will affect STIP funding in the future relative to what would have occurred if the rate were pegged to the price of fuel, the Department of Finance estimates a net benefit to the STIP over 10 years of \$1.1 billion, or \$825 million for the Regional Transportation Improvement Program. For the Bay Area, this amounts to approximately \$140 million over 10 years. This estimate may be on the conservative side. If we assume the price-based excise tax would not go above the 11.7 cents/gallon rate in effect on July 1, 2017 then the 17.3 cents/gallon rate amounts to a 5.6 cents/gallon increase – equating to \$840 million more per year statewide, including approximately \$370 million per year in new STIP funding statewide. Note that this increase will not begin until the FY 2019-20 year.

### **State-Local Partnership Program for “Self-Help” Counties**

As noted above, SB 1 authorizes \$200 million per year to be continuously appropriated for a new program for counties that have dedicated transportation funding from uniform developer fees or voter-approved taxes. The program is similar to the State-Local Partnership Program established by Proposition 1B except it is limited to counties, so unfortunately transit agencies with voter-approved taxes are not eligible. Another important difference is that funds are to be distributed to counties and each city within the county and are limited to local road maintenance purposes as set forth in the RMRP program (which does include complete streets elements). The bill requires the CTC to adopt guidelines for the program on or before January 1, 2018.

### **Bicycle and Pedestrian Access Improvements**

In addition to augmenting the Active Transportation Program by \$100 million per year, SB 1 requires that Caltrans update the Highway Design Manual to incorporate the “complete streets” design concept. No other limitations or conditions on the use of funds are included in the bill.

### **Local Planning Grants**

As noted above, the bill provides \$25 million from the RMRA to be available to Caltrans for local planning grants on an annual basis, subject to appropriation. The bill states that the purpose of the grants is to “encourage local and regional planning that furthers state goals as provided in the regional transportation guidelines” adopted by the CTC. The bill requires Caltrans to develop a grant guide in consultation with the Air Resources Board, the Governor’s Office of Planning and Research and the Department of Housing and Community Development. In addition, up to \$20 million is available on a one-time basis from FY 2018 through FY 2020 for local and

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<sup>1</sup> 17.3 cents/gallon is the rate that was set when the price-based excise tax was established as part of the Gas Tax Swap, replacing the state portion of the sales tax on gasoline (see AB x8-6 (2010), SB 70 (2010) and AB 105 (2011). It was set at this rate so as to be revenue neutral to the sales tax on fuel. The legislation required an annual adjustment to maintain this revenue neutrality and it has caused a steep cut in the rate, currently set at 9.8 cents/gallon but scheduled to rise to 11.7 cents/gallon on July 1, 2017.

regional agencies for climate change adaptation planning. This is funded from the Public Transportation Account as a result of a General Fund loan repayment.

### **Congested Corridors Program**

The bill establishes a new “Solutions for Congested Corridors Program” and authorizes \$250 million per year for annual appropriation in the budget act from revenue generated by the TIF. The program, to be administered by the California Transportation Commission (CTC), focuses on multi-modal solutions to the most congested corridors in the state and takes a performance-based approach. To qualify for funding a project must be included in a “comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects.”

Eligible projects for this new program include improvements to state highways, public transit facilities, local streets and roads, bicycle and pedestrian facilities, and restoration or preservation work that protects critical local habitat or open space. Highway capacity expansion projects are not eligible, with the exception of high-occupancy vehicle lanes (HOV) and high-occupancy toll (HOT) lanes or non-general purpose lane improvements designed primarily to improve safety for all modes of travel, such as auxiliary lanes, truck-climbing lanes or dedicated bicycle lanes.

The bill requires the CTC to score each project on the following criteria:

- Safety
- Congestion
- Accessibility
- Economic development and job creation and retention
- Furtherance of state and federal air quality and GHG reduction
- Efficient land use
- Matching funds
- Project deliverability

Either Caltrans or agencies responsible for developing the Regional Transportation Improvement Program (RTIP) (MTC in the Bay Area) can nominate projects, but a maximum of 50 percent can be awarded to projects nominated *only* by Caltrans. With respect to how projects will be scored, the bill emphasizes that preference will be given to projects that are developed as a result of collaboration between Caltrans and regional or local agencies “that reflect a comprehensive approach to addressing congestion and quality-of-life issues within the affected corridor through investment in transportation and related environmental solutions.”

As for the mechanics of the program, the CTC is required to develop guidelines for the program in consultation with the Air Resources Board and after conducting at least one hearing in northern California and one hearing in southern California. CTC is also required to provide draft guidelines to the Joint Legislative Budget Committee and the transportation policy committees in each house and adopt the guidelines no sooner than 30 days after that submission to the Legislature. The bill requires the CTC to adopt an initial program based on the first appropriation of funds, but such program may cover a multiyear programming period. Subsequently, the program shall be adopted on a biennial basis. Beginning in March 2019, the CTC is required to

provide project updates in its annual report to the Legislature, including an assessment of how each project is performing relative to the quantitative and qualitative measurements outlined in its application.

### **Trade Corridors**

SB 1 creates a new Trade Corridor Enhancement Account, and allocates to this account 50 percent of the diesel excise tax increase, or approximately \$300 million annually. In an unusual move, the bill provides the Legislature with full discretion over project selection for this program specifying only that funds shall be available for “corridor-based freight projects nominated by local agencies and the state.”

### **Advance Mitigation**

SB 1 requires \$30 million to be set aside annually from FY 2017 through FY 2020 from funding appropriated for the STIP and the SHOPP for an Advance Mitigation Program to protect natural resources through project mitigation, accelerate project delivery and to fully mitigate environmental impacts of transportation projects. The bill provides that the annual budget act or subsequent legislation may provide additional provisions for the program.

### **Job Training/Contracting Provisions**

SB 1 requires that Caltrans develop a plan by January 1, 2020 to increase by up to 100 percent the dollar value of contracts and procurements awarded to small business, disadvantaged business enterprises, and disabled veteran business enterprises. In addition, the bill requires the Legislature appropriate \$5 million per year for five years starting in FY 2017-18 to the California Workforce Development Board to assist local agencies with promoting pre-apprenticeship programs. As noted above, SB 1 also requires Caltrans and cities and counties receiving funding from the RMRA follow guidelines to be developed by the California Workforce Development Board regarding pre-apprenticeship training programs no later than January 1, 2023.

## **EFFICIENCY, ACCOUNTABILITY & OTHER RELATED PROVISIONS**

### **New Caltrans Audit Office Established**

The bill requires the creation of an Independent Office of Audits and Investigations within Caltrans. The director of the office, whose title would be inspector general, would be appointed for a six-year term by the Governor and confirmed by the Senate, with significant restrictions and transparency required for his/her removal from office. The office would be responsible for ensuring compliance by Caltrans and all entities receiving state and federal transportation funds with state and federal requirements and ensuring Caltrans follows accounting standards and practices and manages its programs in a financially responsible manner. The inspector general shall be required to report annually on any audit or investigation findings and recommendations.

### **Capital Outlay Support and SHOPP Oversight Strengthened**

The bill adds additional transparency requirements with respect to Caltrans support funding for projects in the State Highway Operation & Protection Program (SHOPP), requiring that such costs be identified up front for every SHOPP project by project phase and a delivery date for each project phase, including “project approval,” be provided. In addition, starting July 1, 2017, the bill requires that the CTC allocate the department’s capital outlay support (COS) resources by project phase to provide greater transparency in the development of the Caltrans budget.

### **Caltrans is Required to Implement Efficiency Measures**

The bill requires Caltrans to implement efficiency measures with goal of saving \$100 million/year in savings to invest in maintenance and rehabilitation of the state highway system. No specific efficiency measures are suggested in the bill.

### **OVERVIEW OF REVENUE INCREASES**

<b>Funding Source</b>	<b>Estimate of 10-Year Revenue (in 1,000s)</b>
12-cent per gallon gas tax	\$24,400,000
Vehicle Registration Surcharge (Transportation Improvement Fee)	\$16,300,000
20-cent/gallon diesel excise tax	\$7,300,000
4% increase in diesel sales tax	\$3,500,000
\$100 zero emission vehicle fee	\$200,000
General Fund loan repayments	\$706,000

### **Gasoline and Diesel Fuel Tax Increases**

SB 1 increases the fuel tax on gasoline by 12-cents per gallon and the diesel excise tax by 20-cents per gallon effective November 1, 2017. In addition, the bill eliminates the variable portion of the gasoline excise tax, which is currently set at 9.8-cents per gallon, but is scheduled to rise to 11.7-cents per gallon on July 1, 2017 due to the statutorily required adjustments that the Board of Equalization makes each year based on the price of fuel. On July 1, 2019, the bill restores the portion of the gas tax to 17.3-cent per gallon rate that was in effect when the gasoline tax swap was enacted in 2010. Given the Board of Equalization forecasts an increase in gasoline prices over the next several years, establishing a rate of 17.3-cent per gallon on July 1, 2019 may in fact not constitute an increase at all. Effective July 1, 2020, all fuel taxes will be indexed annually each July by the Department of Finance based on the California Consumer Price Index.

### **New Annual Vehicle Registration Surcharge**

Section 31 of the bill creates a new annual Transportation Improvement Fee (TIF), based on the value of the vehicle, as shown below, which would go into effect on January 1, 2018.

Commercial vehicles weighing more than 10,000 pounds would be exempt from the tax.

Effective January 1, 2020 and annually thereafter, the fee would be indexed annually by the Department of Finance based on the Consumer Price Index. The new fee is estimated to generate \$16.3 billion over ten years, with \$350 million annually dedicated to public transit and TIRCP, \$250 million set-aside for the new Congested Corridor Program and the remaining revenues allocated to the new RMRA account.

<b>Vehicle's Value</b>	<b>Amount of Fee</b>
\$0-\$4,999	\$25
\$5,000-\$24,999	\$50
\$25,000-\$34,999	\$100
\$35,000-\$59,999	\$150

\$60,000 +	\$175
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### **Diesel Sales Tax**

SB 1 increases the diesel sales tax rate by an additional 4 percent, bringing it to a total of 13 percent. The new funds would be deposited in the Public Transportation Account. Of this 4 percent rate, 3.5 percent is for the State Transit Assistance (STA) program, while 0.5 percent is for the new Intercity and Commuter Rail program.

### **OTHER PROVISIONS AND RELATED LEGISLATION**

#### **Zero-Emission Vehicle Registration Surcharge**

SB 1 includes a \$100 vehicle registration surcharge applicable to zero-emission motor vehicles model year 2020 and later vehicle that takes effect on July 1, 2020. The charge is indexed to inflation with the first adjustment scheduled for January 1, 2021 and subsequent adjustments to be made every January 1 thereafter. The charge is estimated to generate about \$20 million per year.

#### **Truck Emissions**

SB 1 includes a provision that limits the State Air Resources Board (ARB) from requiring truck owners to retire or retrofit trucks that meet existing ARB emissions standards (by 2023, all trucks must have 2010 model year engines or equivalent) before they are 13 years old or reach 800,000 miles. According to the California Trucking Association, this will ensure truck owners have time to recoup their investment in more efficient technology before being faced with a newer, stricter mandate. Environmental and health advocates raised concerns that the provision was overly broad and would prevent regulators from developing other air quality rules, such as capping emissions at warehouses and ports. In response, SB 1 was amended to clarify that the provision is not intended to undermine regional efforts. Though ARB expressed support for the deal, it was not sufficient to alleviate the aforementioned concerns and a number of groups opposed the bill.

#### **Related Legislation**

In parallel to the negotiations on SB 1 to secure two-thirds support, several other bills were amended including, SB 132, a budget trailer bill and SB 496, a companion bill that must pass for the trailer bill to take effect. The April 6<sup>th</sup> version of SB 132 includes several very large earmarks, notably:

- 427 million for the Riverside County Transportation Efficiency Corridor for five specific projects, including grade separation projects, bridge widening, an interchange and the 91 Toll Connector to Interstate 15 North.
- \$400 million for the extension of the Altamont Commuter Express to Ceres and Merced from the TIRCP
- \$100 million for the University of California, Merced Campus Parkway Project from the State Highway Account

SB 496 (Canella), whose provisions were recently amended into a bill originally authored by Senate President Pro Tempore Kevin DeLéon (who remains as a coauthor) now pertains to indemnity agreements with design professionals. SB 496 provides that with respect to all contracts for design services entered into after January 1, 2018, indemnity agreements are unenforceable, except under certain circumstances. The bill is similar – though not identical – to SB 885 (Wolk, 2016), which MTC opposed last year and which did not ultimately reach the



Governor's desk. MTC staff will review the bill in detail and with confer with our public agency partners and the Self-Help Counties Coalition, which actively opposed SB 885.

## Estimate of Bay Area Local Road Funding from SB 1 (Beall/Frazier)

(Dollars in millions)

COUNTY TOTALS (includes city and county portions)	Estimate of Current FY 2017 State Funding from Gas Tax Subventions	Estimated Increase from SB 1 (FY 2018-19)
Alameda	52	\$ 49
Contra Costa	37	\$ 36
Marin	8	\$ 8
Napa	5	\$ 5
San Francisco	25	\$ 18
San Mateo	26	\$ 25
Santa Clara	64	\$ 61
Solano	15	\$ 15
Sonoma	17	\$ 17
<b>Regional Total</b>	<b>\$ 250</b>	<b>\$ 232</b>
<b>STATE TOTAL</b>	<b>1,276</b>	<b>\$ 1,240</b>

**Note: Totals do not sum due to rounding**

Assumes \$1.2 billion available from SB 1 for local streets and roads in FY 2018-19, actual amount will depend on revenue collected from various sources deposited in the Road Maintenance & Rehabilitation Account and amount deducted for administrative purposes.

Source: Metropolitan Transportation Commissions. Contact: Rebecca Long at rlong@mtc.ca.gov  
April 7, 2017

**Estimate of Bay Area City and County Funding for Local Roads from SB 1 (Beall/Frazier)**

<b>County/City</b>	<b>Estimate of FY 2016-17 Baseline Gas Tax Subvention Funding</b>	<b>Estimated Funding Increase in FY 2018-19*</b>	<b>Combined Total</b>
<b>ALAMEDA</b>			
ALAMEDA	\$ 1,504,098	\$ 1,463,764	\$ 2,967,862.65
ALBANY	\$ 369,740	\$ 354,001	\$ 723,740.58
BERKELEY	\$ 2,325,880	\$ 2,210,754	\$ 4,536,633.49
DUBLIN	\$ 1,098,619	\$ 1,061,881	\$ 2,160,499.94
EMERYVILLE	\$ 213,183	\$ 221,677	\$ 434,859.40
FREMONT	\$ 4,423,329	\$ 4,215,942	\$ 8,639,271.07
HAYWARD	\$ 2,989,712	\$ 2,926,807	\$ 5,916,519.72
LIVERMORE	\$ 1,685,324	\$ 1,626,164	\$ 3,311,487.11
NEWARK	\$ 870,643	\$ 829,342	\$ 1,699,985.30
OAKLAND	\$ 8,005,367	\$ 7,762,889	\$ 15,768,256.05
PIEDMONT	\$ 223,751	\$ 212,477	\$ 436,227.11
PLEASANTON	\$ 1,468,516	\$ 1,385,048	\$ 2,853,564.21
SAN LEANDRO	\$ 1,733,025	\$ 1,618,137	\$ 3,351,162.04
UNION CITY	\$ 1,427,528	\$ 1,347,844	\$ 2,775,371.91
<b>City Total</b>	<b>\$ 28,337,930</b>	<b>\$ 27,236,726</b>	<b>\$ 55,574,656</b>
<b>County Total</b>	<b>\$ 23,655,413</b>	<b>\$ 21,491,532</b>	<b>\$ 45,146,945</b>
<b>Grand Total</b>	<b>\$ 51,993,343</b>	<b>\$ 48,728,258</b>	<b>\$ 100,721,600</b>

<b>CONTRA COSTA</b>			
ANTIOCH	\$ 2,121,877	\$ 2,083,433	\$ 4,205,310.66
BRENTWOOD	\$ 1,111,250	\$ 1,088,180	\$ 2,199,429.96
CLAYTON	\$ 227,156	\$ 212,294	\$ 439,449.97
CONCORD	\$ 2,467,739	\$ 2,390,217	\$ 4,857,955.49
DANVILLE	\$ 860,659	\$ 795,106	\$ 1,655,765.65
EL CERRITO	\$ 482,079	\$ 455,407	\$ 937,486.63
HERCULES	\$ 491,557	\$ 462,976	\$ 954,532.43
LAFAYETTE	\$ 498,933	\$ 465,413	\$ 964,346.51
MARTINEZ	\$ 737,912	\$ 688,660	\$ 1,426,572.08
MORAGA	\$ 328,889	\$ 310,382	\$ 639,270.82
OAKLEY	\$ 765,256	\$ 745,182	\$ 1,510,437.99
ORINDA	\$ 370,655	\$ 351,362	\$ 722,017.01
PINOLE	\$ 377,155	\$ 351,179	\$ 728,334.51
PITTSBURG	\$ 1,327,961	\$ 1,253,732	\$ 2,581,692.85
PLEASANT HILL	\$ 675,205	\$ 634,045	\$ 1,309,249.98
RICHMOND	\$ 2,103,350	\$ 2,035,966	\$ 4,139,315.60
SAN PABLO	\$ 588,950	\$ 574,517	\$ 1,163,466.31
SAN RAMON	\$ 1,540,739	\$ 1,447,013	\$ 2,987,752.35
WALNUT CREEK	\$ 1,313,169	\$ 1,294,071	\$ 2,607,240.17
<b>City Total</b>	<b>\$ 18,390,491</b>	<b>\$ 17,639,136</b>	<b>\$ 36,029,627</b>
<b>County Total</b>	<b>\$ 18,122,496</b>	<b>\$ 18,090,536</b>	<b>\$ 36,213,032</b>
<b>Grand Total</b>	<b>\$ 36,512,987</b>	<b>\$ 35,729,672</b>	<b>\$ 72,242,659</b>

MARIN						
BELVEDERE	\$	46,832	\$	44,726	\$	91,557.86
CORTE MADERA	\$	191,226	\$	177,234	\$	368,459.76
FAIRFAX	\$	155,084	\$	142,357	\$	297,440.90
LARKSPUR	\$	247,767	\$	234,946	\$	482,713.75
MILL VALLEY	\$	288,481	\$	279,573	\$	568,054.66
NOVATO	\$	1,054,459	\$	1,014,229	\$	2,068,687.88
ROSS	\$	54,073	\$	51,415	\$	105,488.17
SAN ANSELMO	\$	254,053	\$	242,680	\$	496,733.58
SAN RAFAEL	\$	1,164,206	\$	1,121,133	\$	2,285,338.81
SAUSALITO	\$	148,584	\$	138,250	\$	286,834.25
TIBURON	\$	185,563	\$	180,147	\$	365,709.53
City Total	\$	3,790,330	\$	3,626,689	\$	7,417,019
County Total	\$	4,689,540	\$	4,463,079	\$	9,152,619
Grand Total	\$	8,479,870	\$	8,089,768	\$	16,569,638

NAPA						
AMERICAN CANYON	\$	401,526	\$	382,024	\$	783,550
CALISTOGA	\$	108,901	\$	100,917	\$	209,819
NAPA	\$	1,548,719	\$	1,487,572	\$	3,036,291
ST HELENA	\$	124,549	\$	116,020	\$	240,569
YOUNTVILLE	\$	64,270	\$	59,846	\$	124,116
City Total	\$	2,247,965	\$	2,146,379	\$	4,394,344
County Total	\$	3,068,597	\$	2,972,755	\$	6,041,352
Grand Total	\$	5,316,562	\$	5,119,134	\$	10,435,695

#### SAN FRANCISCO

<b>City Total</b>	<b>\$</b>	<b>16,480,936</b>	<b>\$</b>	<b>9,136,753</b>	<b>\$</b>	<b>25,617,689</b>
<b>County Total</b>	<b>\$</b>	<b>8,989,540</b>	<b>\$</b>	<b>8,496,895</b>	<b>\$</b>	<b>17,486,435</b>
<b>Grand Total</b>	<b>\$</b>	<b>25,470,477</b>	<b>\$</b>	<b>17,633,648</b>	<b>\$</b>	<b>43,104,125</b>

SAN MATEO						
ATHERTON	\$	141,480	\$	137,023	\$	278,503
BELMONT	\$	530,914	\$	519,626	\$	1,050,540
BRISBANE	\$	93,931	\$	91,223	\$	185,154
BURLINGAME	\$	592,063	\$	554,265	\$	1,146,329
COLMA	\$	40,429	\$	32,758	\$	73,187
DALY CITY	\$	2,073,456	\$	2,013,258	\$	4,086,713
EAST PALO ALTO	\$	577,408	\$	569,312	\$	1,146,720
FOSTER CITY	\$	640,719	\$	617,990	\$	1,258,708
HALF MOON BAY	\$	241,049	\$	235,588	\$	476,636
HILLSBOROUGH	\$	229,725	\$	221,054	\$	450,779
MENLO PARK	\$	657,903	\$	630,123	\$	1,288,026
MILLBRAE	\$	455,027	\$	432,644	\$	887,671
PACIFICA	\$	760,625	\$	702,387	\$	1,463,012
PORTOLA VALLEY	\$	93,659	\$	92,175	\$	185,834
REDWOOD CITY	\$	1,604,516	\$	1,586,833	\$	3,191,349
SAN BRUNO	\$	874,633	\$	840,833	\$	1,715,466
SAN CARLOS	\$	583,480	\$	541,143	\$	1,124,623
SAN MATEO	\$	1,988,192	\$	1,894,496	\$	3,882,688
SOUTH SAN FRANCISCO	\$	1,300,032	\$	1,194,498	\$	2,494,530
WOODSIDE	\$	114,311	\$	109,789	\$	224,100
City Total	\$	13,593,553	\$	13,017,016	\$	26,610,569
County Total	\$	12,852,053	\$	12,075,580	\$	24,927,633
Grand Total	\$	26,445,606	\$	25,092,596	\$	51,538,202

<b>SANTA CLARA</b>			
CAMPBELL	\$ 824,966	\$ 789,956	\$ 1,614,922
CUPERTINO	\$ 1,174,755	\$ 1,079,346	\$ 2,254,101
GILROY	\$ 1,043,268	\$ 1,021,945	\$ 2,065,213
LOS ALTOS	\$ 594,904	\$ 584,121	\$ 1,179,025
LOS ALTOS HILLS	\$ 168,845	\$ 164,661	\$ 333,505
LOS GATOS	\$ 604,032	\$ 584,542	\$ 1,188,574
MILPITAS	\$ 1,424,842	\$ 1,394,927	\$ 2,819,769
MONTE SERENO	\$ 72,717	\$ 68,790	\$ 141,507
MORGAN HILL	\$ 823,448	\$ 809,401	\$ 1,632,849
MOUNTAIN VIEW	\$ 1,528,147	\$ 1,438,986	\$ 2,967,133
PALO ALTO	\$ 1,314,415	\$ 1,260,879	\$ 2,575,294
SAN JOSE	\$ 19,806,562	\$ 19,120,736	\$ 38,927,298
SANTA CLARA	\$ 2,368,559	\$ 2,281,076	\$ 4,649,635
SARATOGA	\$ 609,754	\$ 563,337	\$ 1,173,091
SUNNYVALE	\$ 2,895,107	\$ 2,732,298	\$ 5,627,405
<b>City Total</b>	<b>\$ 35,254,321</b>	<b>\$ 33,895,002</b>	<b>\$ 69,149,322</b>
<b>County Total</b>	<b>\$ 28,353,947</b>	<b>\$ 26,628,916</b>	<b>\$ 54,982,863</b>
<b>Grand Total</b>	<b>\$ 63,608,268</b>	<b>\$ 60,523,918</b>	<b>\$ 124,132,185</b>

<b>SOLANO</b>			
BENICIA	\$ 549,227	\$ 513,523	\$ 1,062,750
DIXON	\$ 381,281	\$ 356,292	\$ 737,574
FAIRFIELD	\$ 2,191,805	\$ 2,077,367	\$ 4,269,172
RIO VISTA	\$ 165,964	\$ 163,616	\$ 329,580
SUISUN CITY	\$ 572,562	\$ 542,664	\$ 1,115,226
VACAVILLE	\$ 1,854,877	\$ 1,800,807	\$ 3,655,683
VALLEJO	\$ 2,343,453	\$ 2,163,231	\$ 4,506,685
<b>City Total</b>	<b>\$ 8,059,169</b>	<b>\$ 7,617,500</b>	<b>\$ 15,676,669</b>
<b>County Total</b>	<b>\$ 7,226,249</b>	<b>\$ 6,951,859</b>	<b>\$ 14,178,108</b>
<b>Grand Total</b>	<b>\$ 15,285,418</b>	<b>\$ 14,569,359</b>	<b>\$ 29,854,777</b>

<b>SONOMA</b>			
CLOVERDALE	\$ 175,987	\$ 167,721	\$ 343,708
COTATI	\$ 149,479	\$ 139,131	\$ 288,610
HEALDSBURG	\$ 234,922	\$ 221,274	\$ 456,196
PETALUMA	\$ 1,170,550	\$ 1,117,339	\$ 2,287,889
ROHNERT PARK	\$ 809,786	\$ 779,308	\$ 1,589,093
SANTA ROSA	\$ 3,382,496	\$ 3,232,546	\$ 6,615,042
SEBASTOPOL	\$ 152,613	\$ 143,932	\$ 296,545
SONOMA	\$ 220,248	\$ 205,989	\$ 426,237
WINDSOR	\$ 542,338	\$ 504,909	\$ 1,047,247
<b>City Total</b>	<b>\$ 6,838,418</b>	<b>\$ 6,512,149</b>	<b>\$ 13,350,567</b>
<b>County Total</b>	<b>\$ 10,522,307</b>	<b>\$ 10,196,323</b>	<b>\$ 20,718,631</b>
<b>Grand Total</b>	<b>\$ 17,360,725</b>	<b>\$ 16,708,472</b>	<b>\$ 34,069,198</b>

<b>REGION</b>			
<b>City Total</b>	<b>\$ 132,993,112</b>	<b>\$ 120,827,350</b>	<b>\$ 253,820,463</b>
<b>County Total</b>	<b>\$ 117,480,143</b>	<b>\$ 111,367,475</b>	<b>\$ 228,847,618</b>
<b>Grand Total</b>	<b>\$ 250,473,255</b>	<b>\$ 232,194,825</b>	<b>\$ 482,668,080</b>

Note: Cities and counties will see an increase in funding in FY 2017-18, but much larger increases in FY 2018-19 and FY 2019-20 due to phasing in of new taxes, including new vehicle charge which takes effect January 1, 2018 and adjustment to variable rate excise tax, which is adjusted to 17.3 cents/gallon July 1, 2019 and indexed annually thereafter.

**Estimate of State Transit Assistance Funding in Senate Bill 1 (Beall/Frazier)**

<b>Bay Area Transit Operators Estimates</b>	<b>Baseline Current STA Funding (FY 2016-17 Estimate)</b>	<b>Estimate of <i>Net Increase</i> in FY 2017-18*</b>	<b>Estimate of <i>Net Increase</i> in FY 2018-19 Estimate*</b>
<b>Statewide STA Funding</b>	<b>\$ 266,873,000</b>	<b>\$ 166,666,500</b>	<b>\$ 250,000,000</b>
Alameda CTC - Corresponding to ACE	\$ 186,347	\$ 116,275	\$ 174,413
Caltrain	\$ 3,877,168	\$ 2,419,246	\$ 3,628,873
County Connection	\$ 438,211	\$ 273,431	\$ 410,147
City of Dixon	\$ 3,400	\$ 2,121	\$ 3,182
ECCTA (Tri Delta Transit)	\$ 202,949	\$ 126,635	\$ 189,952
City of Fairfield	\$ 85,636	\$ 53,434	\$ 80,151
Golden Gate Transit	\$ 3,432,072	\$ 2,141,518	\$ 3,212,280
City of Healdsburg	\$ (744)	\$ 224	\$ 336
Livermore Amador Transit Authority	\$ 177,130	\$ 110,524	\$ 165,786
Marin Transit	\$ 639,229	\$ 398,861	\$ 598,293
Napa Valley Transit Authority	\$ 44,265	\$ 27,620	\$ 41,430
City of Petaluma	\$ 9,942	\$ 6,204	\$ 9,306
City of Rio Vista	\$ 530	\$ 488	\$ 732
SamTrans	\$ 2,384,429	\$ 1,487,818	\$ 2,231,729
City of Santa Rosa	\$ 97,323	\$ 60,727	\$ 91,090
Solano County Transit	\$ 199,935	\$ 124,754	\$ 187,131
Sonoma County Transit	\$ 105,377	\$ 65,752	\$ 98,628
City of Union City	\$ 29,967	\$ 18,698	\$ 28,048
Valley Transportation Authority	\$ 9,173,929	\$ 5,724,279	\$ 8,586,427
VTA - Corresponding to ACE	\$ 199,485	\$ 124,473	\$ 186,710
WCCTA (Western Contra Costa Transit Authority)	\$ 229,652	\$ 143,296	\$ 214,945
WETA	\$ 943,358	<b>\$ 588,629</b>	\$ 882,945
<b>SUBTOTAL</b>	<b>\$ 22,459,586</b>	<b>\$ 14,015,008</b>	<b>\$ 21,022,533</b>
AC Transit	\$ 6,938,750	\$ 4,329,588	\$ 6,494,389
BART	\$ 15,941,572	\$ 9,947,101	\$ 14,920,667
SFMTA	\$ 29,034,278	\$ 18,116,589	\$ 27,174,911
<b>SUBTOTAL</b>	<b>\$ 51,914,600</b>	<b>\$ 32,393,279</b>	<b>\$ 48,589,967</b>
<b>Total Revenue Based Funds</b>	<b>\$ 74,374,186</b>	<b>\$ 46,408,287</b>	<b>\$ 69,612,500</b>
<b>Population Based Funds</b>	<b>\$ 26,001,993</b>	<b>\$ 16,249,984</b>	<b>\$ 24,375,000</b>
<b>Bay Area Grand Total</b>	<b>\$ 100,376,179</b>	<b>\$ 62,658,271</b>	<b>\$ 93,987,500</b>

\* \$250 million assumed statewide. FY 2017-18 amount is estimated at 66 percent of revenue forecast since diesel sales tax increase takes effect November 1, 2017. Also note transit operator shares are based on FY 2014-15 revenue-based STA factors. Actual funding amounts should be expected to change and will not be known until State Controller issues fund estimate in August 2017.

Source: Metropolitan Transportation Commissions. Contact: Rebecca Long at rlong@mtc.ca.gov

**Estimate of Annual Transit Capital Funding Distributed via STA Formula in SB 1 (Beall/Frazier)**

<b>Bay Area Transit Operators Estimates</b>	<b>FY 2017-18</b>
<b>Statewide Funding for STA Capital</b>	<b>\$ 105,000,000</b>
Alameda CTC - Corresponding to ACE	\$ 73,254
Caltrain	\$ 1,524,127
County Connection	\$ 172,262
City of Dixon	\$ 1,336
ECCTA (Tri Delta Transit)	\$ 79,780
City of Fairfield	\$ 33,664
Golden Gate Transit	\$ 1,349,158
City of Healdsburg	\$ 141
Livermore Amador Transit Authority	\$ 69,630
Marin Transit	\$ 251,283
Napa Valley Transit Authority	\$ 17,401
City of Petaluma	\$ 3,908
City of Rio Vista	\$ 307
SamTrans	\$ 937,326
City of Santa Rosa	\$ 38,258
Solano County Transit	\$ 78,595
Sonoma County Transit	\$ 41,424
City of Union City	\$ 11,780
Valley Transportation Authority	\$ 3,606,299
VTa - Corresponding to ACE	\$ 78,418
WCCTA (Western Contra Costa Transit Authority)	\$ 90,277
WETA	\$ 370,837
<b>SUBTOTAL</b>	<b>\$ 8,829,464</b>
AC Transit	\$ 2,727,643
BART	\$ 6,266,680
SFMTA	\$ 11,413,463
<b>SUBTOTAL</b>	<b>\$ 20,407,786</b>
<b>Total Revenue Based Funds</b>	<b>\$ 29,237,250</b>
<b>Population Based Funds</b>	<b>\$ 10,237,500</b>
<b>Bay Area Grand Total</b>	<b>\$ 39,474,750</b>

Note: Shares are based on FY 2014-15 operator shares. Actual amount will vary based on each transit operator's share of statewide qualifying revenue.

## Estimate of Bay Area STIP Funding Over 10 Years from SB 1 (Beall/Frazier)

(Dollars in millions)

County	
Alameda	\$ 28.56
Contra Costa	\$ 19.54
Marin	\$ 5.34
Napa	\$ 3.51
San Francisco	\$ 14.49
San Mateo	\$ 14.76
Santa Clara	\$ 33.93
Solano	\$ 8.85
Sonoma	\$ 10.88
<b>Region</b>	<b>\$ 139.86</b>
<b>Statewide</b>	<b>\$ 825.00</b>

Note: Amount shown depicts a forecast of *change* from current law with price-based excise tax, not a forecast of STIP funding levels. They can be expected to be substantially higher than today, given gas tax is currently only 9.8 cents/gallon but under SB 1 will be set at 17.3 cents/gallon on July 1, 2019 and indexed for inflation annually thereafter.

Source: Metropolitan Transportation Commissions. Contact: Rebecca Long at rlong@mtc.ca.gov





# Memorandum

9.1

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**DATE:** April 20, 2017

**SUBJECT:** Draft 2018 Comprehensive Investment Plan (CIP)

**RECOMMENDATION:** (1) Approve the Draft 2018 Comprehensive Investment Plan;  
(2) Approve Execution of Funding Agreements and/or Cooperative Agreements with Sponsors and Project Partners, Initiation of Contract Procurement to obtain necessary professional services and construction contracts to advance Projects and Programs that are directly managed by Alameda CTC, and Encumbrances for Costs Incurred Directly by the Alameda CTC.

## Summary

Alameda CTC is responsible for planning, funding and delivering transportation projects and programs within Alameda County. Alameda CTC has programming and allocation authority for a number of federal, state, regional and local transportation funding programs, such as the local, voter-approved measures (Measure B, Measure BB, and Measure F Vehicle Registration Fee), federal One Bay Area Grant Program (OBAG), and Transportation Fund for Clean Air (TFCA) County Program Manager Fund. Alameda CTC consolidates the programming and allocation for funds sources which are under Alameda CTC's purview into a single document, the Alameda CTC Comprehensive Investment Plan (CIP).

The Draft 2018 CIP includes a total programming recommendation of approximately \$405 million over the five-year CIP window; of which \$261 million is recommended for allocation in fiscal years 2017-18 and/or 2018-19. The \$405 million total programming includes funds from the voter-approved measures, OBAG Cycle 2 discretionary and Local Streets and Roads (LSR) formula funds, TFCA, and other Alameda CTC-administered sources.

The complete recommended Draft 2018 CIP is available on the Alameda CTC's website at: [http://www.alamedactc.org/app\\_pages/view/19025](http://www.alamedactc.org/app_pages/view/19025). In addition to the complete list of programming and allocation recommendations provided in Attachment A, the posted 2018 CIP document includes CIP-related policies, procedures, programming criteria, and guidelines.

Additionally, it is also recommended that the Commission authorize the Executive Director, or designee of the Executive Director, to execute project funding agreements and/or cooperative agreements with project sponsors, and to initiate contract procurement (such as advertisement, bid process, contract award and contract execution) for professional services and/or construction contractors for the allocations proposed in the 2018 CIP. Encumbrances for new contracts between Alameda CTC and professional service providers and/or construction contractors shall be initiated based on approval of the recommended funding and in accordance with Alameda CTC's approved contracting and procurement policies.

## **Discussion**

Alameda CTC's 2018 CIP is a near-term strategic programming document through which fund sources administered by Alameda CTC are consolidated and programmed through a singular programming cycle. The CIP's purpose is to strategically program available funds towards transportation investments that support the vision and goals of the Alameda CTC's Countywide Transportation Plan, multi-modal plans, and voter-approved transportation expenditure plans.

The CIP establishes a financial investment strategy for Alameda CTC administered funding and targets available funds towards established countywide transportation priorities. The 2018 CIP includes a five-year programming horizon from fiscal years 2017-18 to 2021-22, with a two-year allocation plan for the first two fiscal years of the CIP.

The 2018 CIP includes \$405 million in programming over fiscal years 2017-18 to 2021/22, and allocations of \$261 million in fiscal years 2017/18 and 2018/19 that will be available for encumbrance through project-specific funding agreements between the Alameda CTC and project sponsors. The complete recommended Draft 2018 CIP is available on the Alameda CTC's website at: [http://www.alamedactc.org/app\\_pages/view/19025](http://www.alamedactc.org/app_pages/view/19025). In addition to the complete list of programming and allocation recommendations provided in Attachment A, the posted 2018 CIP document includes CIP-related policies, procedures, programming criteria, and guidelines.

As part of the 2018 CIP development, Alameda CTC initiated a 2018 CIP Call for Project Nominations and received approximately 230 applications with funding requests totaling approximately \$2.8 billion against approximately \$161 million in available discretionary funds. Through the 2018 CIP project nomination process, eligible applicants were able to submit requests for funding for projects that are ready to implement during the CIP's five-year horizon and submit federal OBAG 2 LSR projects for their respective OBAG 2 LSR formula-based funds. Sponsors were also requested to submit allocation requests for named Measure BB capital projects identified in the 2014 Transportation Expenditure Plan.

Alameda CTC evaluated the candidate CIP projects and programs based on the Commission-approved CIP programming guidelines and project selection criteria and matched successful candidate projects with the appropriate fund source(s). The 2018 CIP

includes programming and allocation recommendations for projects and programs that are consistent with the Alameda CTC's Countywide Transportation Plan and multi-modal plans, leverage other funding, and are ready to implement planning, pre-construction and/or construction phases.

The recommended programming and allocations in the 2018 CIP were developed from candidate projects proposed for the 2018 CIP that are consistent the Alameda CTC's Countywide Transportation Plan, multi-modal plans, and sponsor application submittals sought through the 2018 CIP Project Nomination process. Selected projects were evaluated based on the CIP Programming Principles and Guidelines established with the prior 2016 CIP Update (approved by the Commission in July 2016). In general, the recommended program of projects were selected based on their implementation readiness, benefits to the transportation system, synergies with countywide priorities, fund leveraging, and in consideration of modal categories and stages of development. The CIP programming coordinates Alameda CTC's administered funds towards highly beneficial transportation projects that address congestion, state of good repair, economic development, access, safety, and connectivity of a multimodal transportation system. Fund source-specific criteria for programs such as the OBAG 2 and TFCA programs required conformance with established program-specific policies and an additional level of project evaluation, as described further in the 2018 CIP guidelines.

The 2018 CIP targets programming investments to a diverse set of projects in various phases of development, transportation modes, and in all planning areas of Alameda County that address local and countywide transportation infrastructure gaps and needs. This establishes a blended portfolio of projects embarking into the construction phases starting as soon as the next fiscal year, and projects that will complete scoping and design phases to ready their projects for future funding and leveraging opportunities. Additionally, the CIP contains countywide investments to all modes including bicycle/pedestrian, transit, paratransit, local streets and roads, freight/rail, and highway facilities to support the efficient movement of goods and people across Alameda County's transportation network. The 2018 CIP also includes priority programming and allocation recommendations to further the implementation of the Alameda CTC's Measure BB Capital Project Delivery Plan, which includes countywide-significant projects implemented directly by the Alameda CTC. Additionally, the 2018 CIP is intended to satisfy the annual strategic plan requirements of the various voter-approved measures administered by the Alameda CTC by confirming the commitments of funding from the measures and updating the timing and amount of the commitments to reflect the current status of the programs and projects included in each of the measures. Furthermore, the recommended 2018 CIP includes tentative programming of local funding to a few projects that may be considered for the upcoming Regional Measure 3 (RM3) program. With the RM3 program still under development, Alameda CTC identified tentative programming to select projects that demonstrated readiness and countywide benefit through the 2018 CIP programming horizon. However, if any of the RM3 candidate projects are selected to receive RM3 funds, the tentatively identified CIP funding for the projects will be reprogrammed in future CIP cycles.

All programming and allocations are subject to the 2018 CIP's timely use of funds policies. Projects must start within six months of the respective allocation fiscal years indicated in the CIP's two-year allocation plan. Alameda CTC's recommended 2018 CIP programming and allocations are based on sponsor's project information provided at the time of the request for funding. Projects receiving allocations from Alameda CTC are subject to the project costs, scope, budgets, and schedules that are proposed in the funding request and subsequently encumbered through a project funding agreement. Funds may be rescinded if a project is not initiated within the established time period or is inconsistent with the agreed upon project funding agreement terms. Failing to meet timely use of funds requirements, fund agreement requirements, funding commitments, project schedules, or applicable regulations could result in loss or withholding of funds. If fund awards are withdrawn, projects and allocations may be removed from or deferred and/or reprogrammed in a future programming action. Rescinded funds will be returned to the program to be distributed in a future CIP cycle.

### Next Steps

The 2018 CIP identifies programs and projects ready for implementation in the near-term, including the initial phases of programs and projects that will feed into the pipeline of potential future investments and position the Alameda CTC to leverage funding programmed through the CIP to the extent possible. The funding of an initial project development phase in the CIP does not guarantee the programming of funding for capital phases in future CIP cycles. Upon approval of the 2018 CIP, including the recommended programming and allocations in Attachment A for Alameda CTC-administered funding (such as Measure B, Measure BB, VRF, and TFCA), Alameda CTC will enter into project-specific funding agreements directly with project sponsors. It is recommended that the Commission authorize the Executive Director, or designee of the Executive Director, to execute project funding agreements and/or cooperative agreements with project sponsors and to initiate contract procurement (such as advertisement, bid process, contract award and contract execution) for professional services and/or construction contractors in order to begin project implementation for the allocations proposed through the 2018 CIP. Encumbrances for new contracts between professional service providers and the Alameda CTC shall be initiated based on approval of the recommended actions and in accordance with Alameda CTC's approved contracting and procurement policies.

Projects recommended for federal OBAG 2 funds will be required to comply with the Metropolitan Transportation Commission's (MTC's) OBAG 2 program requirements (MTC Resolution 4202) and deadlines in order to receive the recommended OBAG 2 funds. MTC is scheduled to approve a final OBAG 2 projects list in fall 2017. Once approved by MTC, project sponsors will need to work directly with Caltrans to obligate the OBAG 2 funds.

**Fiscal Impact:** The recommended actions will result in the allocation, encumbrance and subsequent expenditure of the 2000 Measure B, 2010 Vehicle Registration Fee, 2014 Measure BB, TFCA County Program Manager funds allocated by the Commission per Attachment A.

The corresponding encumbrance amounts will be included in the annual budget of the Alameda CTC for the applicable fiscal year. For federal OBAG 2 funds, the recommended OBAG 2 program will be transmitted to MTC by July 31, 2017.

### **Attachments**

- A. Draft 2018 Comprehensive Investment Plan Programming and Allocations (*Appendix A of the 2018 CIP*)

### **Staff Contact**

[Vivek Bhat](#), Director of Programming and Project Controls

[John Nguyen](#), Senior Transportation Planner

[Jacki Taylor](#), Associate Program Analyst

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Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)								
2018 Programming and Allocation Summary																
2018 CIP Five Year Programming and Two-Year Allocation Plan										Prior Allocations	Two-Year Allocation Plan					
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	Total Allocated (Thru 18-19)
00193	AC Transit	Berkeley Southside Pilot Transit Lanes (including Telegraph, Bancroft)	1-North	Local	2010 VRF	Disc-Transit	Transit	Various	300		300					300
00194	AC Transit	Rapid Bus Corridor Upgrades (San Pablo and Telegraph Corridors)	1-North	Local	2000 MB	Disc-Transit	Transit	PE/Env	536		536					536
			1-North	Local	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	447		447					447
			1-North	Local	2010 VRF	Disc-Transit	Transit	CON-CAP	4,018			4,018				4,018
00195	Alameda	Alameda Point Bus Rapid Transit - Dedicated Bus Lanes	1-North	Local	2014 MBB	TEP-14	Transit	Planning / Scoping	450		450					450
			1-North	Local	2014 MBB	TEP-14	Transit	PE/Env	450			450				450
			1-North	Local	2014 MBB	TEP-14	Transit	Final Design (PS&E)	450			450				450
			1-North	Local	2014 MBB	TEP-14	Transit	CON-CAP	7,650				7,650			
00196	Alameda	Central Avenue Complete Street	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	3,487				3,487			
00197	Alameda	City Wide Street Resurfacing - Pavement Management	1-North	Federal	STP/CMAQ	LSR	LSR	CON-CAP	827				827			
00198	Alameda	Clement Avenue Complete Street	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	PE/Env	124		124					124
			1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	443			443				443
			1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	4,451				4,451			
00199	Alameda	Clement Avenue East Extension and Tilden Way	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	244		244					244
			1-North	Local	2014 MBB	TEP-26	LSR	PE/Env	244		244					244
			1-North	Local	2014 MBB	TEP-26	LSR	Final Design (PS&E)	434			434				434
			1-North	Local	2014 MBB	TEP-26	LSR	ROW - Capital	1,097			1,097				1,097
			1-North	Local	2014 MBB	TEP-26	LSR	CON-CAP	6,376				6,376			
00200	Alameda	Seaplane Lagoon Ferry Terminal <sup>1</sup>	1-North	Local	2014 MBB	TEP-45	Transit	CON-CAP	8,200				8,200			
00201	Alameda County	Alameda County Parking Demand and Management Strategy Study	2-Central	Local	2000 MB	Disc-TCD	Transit	Planning / Scoping	88			88				88
00202	Alameda County	East 14th St. Corridor Improvement Project Phase II (San Leandro Area)	2-Central	Local	2014 MBB	TEP-26	LSR	CON-CAP	7,600				7,600			
00203	Alameda County	Meekland Avenue Corridor Improvement Phase II (Cherryland/Ashland Area)	2-Central	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	9,300					9,300		

Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)								
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2018 CIP Five Year Programming and Two-Year Allocation Plan										Prior Allocations	Two-Year Allocation Plan					
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	Total Allocated (Thru 18-19)
00204	Alameda County	Pavement Preservation - Various Roadways in Central Unincorporated Alameda County	2-Central	Federal	STP/CMAQ	LSR	LSR	PE/Env	100		100					100
			2-Central	Federal	STP/CMAQ	LSR	LSR	CON-CAP	2,071		2,071				2,071	
00205	Alameda County	Pavement Preservation - Various Roadways in Rural Unincorporated Alameda County (FAS)	4-East	Federal	STP/CMAQ	LSR	LSR	PE/Env	100		100					100
			4-East	Federal	STP/CMAQ	LSR	LSR	CON-CAP	1,679		1,679				1,679	
00208	Alameda CTC	Alameda County Safe Routes to School Program	Multiple	Local	2000 MB	Disc-BP	Bike/Ped	O&M	1,090		1,090					1,090
			Multiple	Local	2000 MB	Disc-BP	Bike/Ped	CON-CAP	1,500			500	500	500		
			Multiple	Local	CMA-TIP	Other	Bike/Ped	CON-CAP	200		100	100				200
			Multiple	Federal	STP/CMAQ	STP/CMAQ	Bike/Ped	O&M	8,372	1,073	7,299				8,372	
00176	Alameda CTC	Countywide SR2S Program (FY 16/17 and FY 17/18)	Multiple	Local	TFCA	Prog Mgr	Multiple	O&M	100	100					100	
00135	Alameda CTC	Ashby (SR 13) Avenue Multi-Modal Corridor Project	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	1,000	750	250				1,000	
00206	Alameda CTC	Comprehensive Multimodal Monitoring	Multiple	Local	2010 VRF	Disc-Transit	Transit	Planning / Scoping	1,250		800	450				1,250
00207	Alameda CTC	Corridor Studies Implementation	Multiple	Local	2010 VRF	Disc-Transit	Transit	Planning / Scoping	2,000		2,000				2,000	
			Multiple	Local	2010 VRF	Disc-Transit	Transit	PE/Env	3,000			3,000				
00178	Alameda CTC	Sustainable Communities Technical Assistance Program (SCTAP)	Multiple	Local	2000 MB	Disc-TCD	Bike/Ped	Planning / Scoping	200	200					200	
00019	Alameda CTC	Countywide Bicycle Pedestrian Planning/Promotion	Multiple	Local	2000 MB	Disc-BP	Bike/Ped	Various	540	235	61	61	61	61	61	357
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	Multiple	Local	2014 MBB	TEP-42	Bike/Ped	PE/Env	3,500	3,500					3,500	
			Multiple	Local	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	12,000		12,000					
00084	Alameda CTC	East-West Connector in Fremont & Union City	3-South	Local	1986 MB	MB226	LSR	CON-CAP	89,000	89,000					89,000	
00209	Alameda CTC	Goods Movement Emissions Reduction Program	Multiple	Local	2014 MBB	TEP-27	Freight	O&M	6,000		1,500	1,500	1,500	1,500		3,000
00075	Alameda CTC	I-680 Sunol Express Lanes: SR237 to SR84	Multiple	Local	2014 MBB	TEP-35	HWY	Final Design (PS&E)	5,000	5,000					5,000	
			Multiple	Local	2014 MBB	TEP-35	HWY	CON-CAP	15,000	15,000				15,000		
00118	Alameda CTC	I-680 Sunol Express Lanes	Multiple	Local	2000 MB	08B	HWY	Final Design (PS&E)	4,500	4,500					4,500	
			Multiple	Local	2000 MB	08B	HWY	CON-CAP	100,000	100,000				100,000		
			Multiple	Local	2014 MBB	TEP-35	HWY	CON-CAP	20,000		20,000				20,000	



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2018 CIP Five Year Programming and Two-Year Allocation Plan										Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount						Total Allocated (Thru 18-19)
00210	Alameda CTC	I-680 Sunol Express Lanes: SR84 to Alcosta	4-East	Local	2014 MBB	TEP-35	HWY	Planning / Scoping	1,500			1,500			1,500
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	Local	2014 MBB	TEP-29	HWY	PE/Env	3,000	3,000					3,000
			1-North	Local	2014 MBB	TEP-29	HWY	Final Design (PS&E)	3,671		3,671				3,671
			1-North	Local	2014 MBB	TEP-29	HWY	ROW-CAP	1,475		1,475				1,475
00078	Alameda CTC	I-880 Industrial Parkway Interchange West Improvements	Multiple	Local	2014 MBB	TEP-39	HWY	Planning / Scoping	825	825					825
			Multiple	Local	2014 MBB	TEP-39	HWY	PE/Env	4,750			4,750			4,750
00077	Alameda CTC	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Multiple	Local	2014 MBB	TEP-38	HWY	Planning / Scoping	925	925					925
			Multiple	Local	2014 MBB	TEP-38	HWY	PE/Env	4,750			4,750			4,750
00136	Alameda CTC	I-880/23rd-29th Avenue Interchange Improvements	1-North	Local	2014 MBB	TEP-40	HWY	CON-CAP	8,000	5,000	3,000				8,000
00138	Alameda CTC	I-880/Winton Avenue and A Street Interchanges	2-Central	Local	2014 MBB	TEP-40	HWY	Planning / Scoping	1,500	1,500	308				1,808
			2-Central	Local	2014 MBB	TEP-40	HWY	PE/Env	3,500			3,500			3,500
00211	Alameda CTC	NextGen Technology Pilot Initiative	Multiple	Local	2014 MBB	TEP-46	Multi	Planning / Scoping	1,000		1,000				1,000
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	4,000	3,000		1,000			4,000
00139	Alameda CTC	South County Access (SR 262/Mission Blvd Cross Connector)	3-South	Local	2014 MBB	TEP-40	HWY	Planning / Scoping	1,500	1,500					1,500
			3-South	Local	2014 MBB	TEP-40	HWY	PE/Env	7,500			7,500			7,500
00071	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	4-East	Local	2014 MBB	TEP-31	HWY	PE/Env	4,000	4,000					4,000
			4-East	Local	2014 MBB	TEP-31	HWY	Final Design (PS&E)	16,500			16,500			16,500
			4-East	Local	2014 MBB	TEP-31	HWY	ROW-CAP	20,000			10,000	10,000		10,000
00133	Alameda CTC	Telegraph Avenue Multi-Modal Corridor Project	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	3,000	2,250		750			3,000
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	Local	2014 MBB	TEP-45	Transit	O&M	434		255	179			434
			Multiple	Local	TFCA	Prog Mgr.	Transit	O&M	420	105	294	21			420
00033	Alameda CTC	Transportation Services for Hospital Discharge and Wheelchair/Scooter Breakdown	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	495	210	95	95	95		400
00134	Alameda CTC	University Avenue Multi-Modal Corridor Project	1-North	Local	2014 MBB	TEP-26	LSR	Planning / Scoping	2,000	1,500		500			2,000
00213	Albany	Buchanan Bikeway Phase III	1-North	Local	2000 MB	Disc-BP	Bike/Ped	CON-CAP	600		600				600

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										Prior Allocations	Two-Year Allocation Plan						
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	Total Allocated (Thru 18-19)	
00214	Albany	San Pablo Avenue and Buchanan Street Pedestrian Improvements	1-North	Federal	STP/CMAQ	LSR	Bike/Ped	CON-CAP	340				340			340	
00215	BART	BART to Livermore	4-East	Local	2014 MBB	TEP-20	Transit	PE/Env	3,000		3,000					3,000	
			4-East	State	TCRP	TCRP	Transit	PE/Env	1,700		1,700					1,700	
00216	BART	Bay Fair Connection	2-Central	Local	2014 MBB	TEP-18	Transit	Planning / Scoping	500		500					500	
			2-Central	Local	2014 MBB	TEP-18	Transit	PE/Env	5,000			5,000					5,000
00217	BART	Dublin/Pleasanton BART Parking Expansion	4-East	Local	2014 MBB	TEP-19	Transit	Final Design (PS&E)	4,300		4,300					4,300	
00218	Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	1-North	Local	2010 VRF	Disc-BP	Bike/Ped	Planning / Scoping	49		49					49	
			1-North	Local	2010 VRF	Disc-BP	Bike/Ped	PE/Env	29		29					29	
			1-North	Local	2010 VRF	Disc-BP	Bike/Ped	Final Design (PS&E)	59		59					59	
			1-North	Local	2010 VRF	Disc-BP	Bike/Ped	CON-CAP	613			613					613
00184	Berkeley	Berkeley Citywide Bike Parking Program	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON-CAP	180		180					180	
00177	Berkeley	Hearst Ave Complete Streets	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON-CAP	88	88						88	
00220	Berkeley	Milvia Bikeway Project	1-North	Local	2000 MB	Disc-BP	Bike/Ped	PE/Env	350		350					350	
00221	Berkeley	North Shattuck Avenue Rehabilitation	1-North	Federal	STP/CMAQ	LSR	LSR	CON-CAP	1,214				1,214				
00222	Berkeley	Railroad Crossing Safety Improvement Project	1-North	Local	2014 MBB	TEP-27	Freight	PE/Env	500			500					500
			1-North	Local	2014 MBB	TEP-27	Freight	Final Design (PS&E)	1,020				1,020				
00223	Berkeley	Southside Complete Streets & Transit Improvements (Telegraph, Bancroft, Dana, Fulton)	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	PE/Env	387		387					387	
			1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	613			613					613
			1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	6,121			6,121					6,121
00269	BORP	Accessible Group Trip Transportation for Youth and Adults with Disabilities (FY 17/18 and FY 18/19)	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	318		159	159				318	
00270	CIL	Community Connections: A Mobility Management Partnership (CoCo) (FY 17/18 and FY 18/19)	Multiple	Local	2000 MB	Disc-PT	Paratransit	O&M	500		250	250				500	
00182	CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Operations (FY 17/18 - 18/19)	2-Central	Local	TFCA	Prog Mgr	Transit	O&M	128	128						128	
00274	Drivers for Survivors	Drivers for Survivors Volunteer Driver Program FY 17/18 and FY 18/19)	3-South	Local	2014 MBB	TEP-12	Paratransit	O&M	220		110	110				220	
00224	Dublin	City of Dublin Street Rehab	4-East	Federal	STP/CMAQ	LSR	LSR	CON-CAP	661				661				

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2018 CIP Five Year Programming and Two-Year Allocation Plan										Prior Allocations	Two-Year Allocation Plan					
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	Total Allocated (Thru 18-19)
00225	Dublin	Dublin Boulevard - North Canyons Parkway Extension <sup>2</sup>	4-East	Local	2014 MBB	TEP-26	LSR	PE/Env	2,374		2,374					2,374
			4-East	Local	2014 MBB	TEP-26	LSR	Final Design (PS&E)	5,914			5,914				5,914
00226	Dublin	Iron Horse Trail Crossing at Dublin Boulevard	4-East	Local	2014 MBB	TEP-42	Bike/Ped	PE/Env	166		166					166
			4-East	Local	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	1,128			1,128				1,128
00227	EBRPD	San Francisco Bay Trail - Albany Beach to Buchanan	1-North	Local	2014 MBB	TEP-42	Bike/Ped	CON-CAP	642		642					642
00228	EBRPD	San Francisco Bay Trail - Doolittle Drive	1-North	Local	2014 MBB	TEP-42	Bike/Ped	CON-CAP	2,833				2,833			
00273	Eden I&R	Mobility Management Through 211 Alameda County (FY 17/18 and FY 18/19)	3-South	Local	2000 MB	Disc-PT	Paratransit	O&M	296		144	152				296
00271	Emeryville	8-To-Go: A City Based Door-to-Door Paratransit Service (FY 17/18 and FY 18/19)	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	70		35	35				70
00185	Emeryville	Bay Area Bike Share (BABS) Expansion to Emeryville	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON-CAP	180		180					180
00230	Emeryville	Emery Go Round General Benefit Operations	1-North	Local	2014 MBB	TEP-45	Transit	O&M	2,500		500	500	500	500	500	1,000
00231	Emeryville	Frontage Road, 65th Street and Powell Street Slurry Seal	1-North	Federal	STP/CMAQ	LSR	LSR	CON-CAP	225					225		
00232	Emeryville	North Hollis Parking and Transportation Demand Management (TDM) Program	1-North	Local	2000 MB	Disc-TCDD	Transit	CON-CAP	930			930				930
00141	Emeryville	South Bayfront Bridge	1-North	Local	2000 MB	Disc-BP	Bike/Ped	CON-CAP	2,000		2,000					2,000
00233	Fremont	City of Fremont Pavement Rehabilitation Project	3-South	Federal	STP/CMAQ	LSR	LSR	CON-CAP	2,760				2,760			
00234	Fremont	Complete Streets Upgrade of Relinquished SR 84 in Centerville PDA	3-South	Federal	STP/CMAQ	STP/CMAQ	LSR	PE/Env	386		386					386
			3-South	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	799			799				799
			3-South	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	6,510				6,510			
00235	Fremont	East Bay Greenway Trail Reach 6 (Innovation District to Bay Trail)	3-South	Local	2014 MBB	TEP-42	Bike/Ped	PE/Env	1,901		1,901					1,901
			3-South	Local	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	3,553			3,553				3,553
00186	Fremont	Fremont Signal Timing Optimization: Paseo Padre Pkwy, Fremont Blvd, Decoto Rd, and Auto Mall Pkwy	3-South	Local	TFCA	Prog Mgr	LSR	CON-CAP	646		646					646
00236	Fremont	Safe and Smart Corridor Along Fremont Boulevard	3-South	Local	2014 MBB	TEP-26	LSR	PE/Env	443		443					443
			3-South	Local	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,328			1,328				1,328
			3-South	Local	2014 MBB	TEP-26	LSR	CON-CAP	7,525				7,525			
00179	Fremont	South Fremont Arterial Management (FY 17/18 - 18/19)	3-South	Local	TFCA	Prog Mgr	LSR	CON-CAP	425	425						425

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CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	Total Allocated (Thru 18-19)
00272	Fremont	Tri-City Mobility Management and Travel Training Program (FY 17/18 and FY 18/19)	3-South	Local	2000 MB	Disc-PT	Paratransit	O&M	298		149	149				298
00238	Fremont	Walnut Avenue Protected Bikeway in City Center/Downtown PDA	3-South	Local	2014 MBB	TEP-45	Bike/Ped	CON-CAP	5,000			5,000				5,000
00240	Hayward	First Mile/Last Mile BART Shuttle Operations	2-Central	Local	2014 MBB	TEP-45	Transit	O&M	550		110	110	110	110	110	220
00241	Hayward	Main Street Complete Street Project	2-Central	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	175		175					175
			2-Central	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	1,500			1,500				1,500
00242	Hayward	SR-92 Clawiter-Whitesell Interchange	2-Central	Local	2014 MBB	TEP-26	HWY	Planning / Scoping	440		440					440
00126	Hayward	Mission Blvd. Phases 2 & 3 (Complete Streets)	2-Central	Local	2014 MBB	TEP-26	LSR	CON-CAP	21,500	9,500	12,000					21,500
00243	Hayward	Winton Avenue - Complete Street Project	2-Central	Federal	STP/CMAQ	LSR	LSR	Final Design (PS&E)	88		88					88
			2-Central	Federal	STP/CMAQ	LSR	LSR	CON-CAP	1,662			1,662				1,662
00183	LAVTA	LAVTA Rte 30R Operations (FY 17/18 - 18/19)	4-East	Local	TFCA	Prog Mgr	Transit	O&M	318	318						318
00244	LAVTA	Pleasanton BRT Corridor Enhancement Project (Route 10R)	4-East	Local	2000 MB	Disc-Transit	Transit	Final Design (PS&E)	152		152					152
			4-East	Local	2000 MB	Disc-Transit	Transit	CON-CAP	1,262		1,262					1,262
00245	LAVTA	Wheels Forward/2020 Plan	4-East	Local	2000 MB	Disc-Transit	Transit	Planning / Scoping	220				220			
00276	LAVTA	Para-Taxi Program (FY 17/18 and FY 18/19)	4-East	Local	2014 MBB	TEP-12	Paratransit	O&M	40		18	22				40
00275	LIFE ElderCare	VIP Rides Program (FY 17/18 and FY 18/19)	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	275		103	172				275
00189	Livermore	Iron Horse Trail Gap Closure (Isabel Avenue to Murrietta)	4-East	Local	2014 MBB	TEP-42	Bike/Ped	Planning / Scoping	30		30					30
			4-East	Local	2014 MBB	TEP-42	Bike/Ped	PE/Env	20		20					20
			4-East	Local	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	160		160					160
			4-East	Local	2014 MBB	TEP-42	Bike/Ped	CON-CAP	1,407			1,407				1,407
			4-East	Local	TFCA	Prog Mgr.	Bike/Ped	CON-CAP	193			193				193
00246	Livermore	Livermore Annual Pavement Maintenance - MTS Routes	4-East	Federal	STP/CMAQ	LSR	LSR	CON-CAP	1,382				1,382			
00247	Livermore	Vasco Road/I-580 Interchange Improvements	4-East	Local	2014 MBB	TEP-34	HWY	PE/Env	1,380		1,380					1,380

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CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	Total Allocated (Thru 18-19)
00116	Newark	Central Avenue Overpass	3-South	Local	2000 MB	025	LSR	Final Design (PS&E)	2,765	2,765						2,765
			3-South	Local	2000 MB	025	LSR	ROW-CAP	2,155		2,155				2,155	
			3-South	Local	2000 MB	025	LSR	CON-CAP	11,134			11,134			11,134	
00248	Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Olive Street)	3-South	Federal	STP/CMAQ	LSR	LSR	CON-CAP	592			592				592
00125	Oakland	14th Ave Streetscape (3 phases) from E. 8th to Highland Hospital	1-North	Local	2014 MBB	TEP-26	LSR	Final Design (PS&E)	1,300	1,300						1,300
			1-North	Local	2014 MBB	TEP-26	LSR	CON-CAP	5,300		5,300				5,300	
00249	Oakland	27th Street Complete Streets	1-North	Local	2014 MBB	TEP-45	LSR	PE/Env	776		776					776
			1-North	Local	2014 MBB	TEP-45	LSR	Final Design (PS&E)	1,174			1,174			1,174	
00180	Oakland	Broadway Shuttle Operations	1-North	Local	2014 MBB	TEP-45	Transit	O&M	1,650		330	330	330	330	330	660
		Broadway Shuttle Operations (FY 16/17 - 17/18)	1-North	Local	TFCA	Prog Mgr	Transit	O&M	367	367						367
00257	Oakland	Coliseum Transit Hub	1-North	Local	2010 VRF	Disc-Transit	Transit	Planning / Scoping	968		968					968
			1-North	Local	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	3,878			3,878			3,878	
00251	Oakland	E 12th Street Bikeway	1-North	Local	2000 MB	Disc-BP	Bike/Ped	Final Design (PS&E)	250		250					250
			1-North	Local	2000 MB	Disc-BP	Bike/Ped	CON-CAP	1,250			1,250			1,250	
00252	Oakland	East Oakland Community Streets Plan	1-North	Local	2014 MBB	TEP-45	LSR	Planning / Scoping	100		100					100
00253	Oakland	Fruitvale Ave Gap Closure	1-North	Local	2014 MBB	TEP-44	Bike/Ped	CON-CAP	1,634				1,634			
00137	Oakland	I-880/42nd-High Street Access Improvements	1-North	Local	2014 MBB	TEP-40	HWY	CON-CAP	10,000			10,000				10,000
00254	Oakland	Lakeside Family Streets	1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	PE/Env	80		80					80
			1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	Final Design (PS&E)	320		320				320	
			1-North	Federal	STP/CMAQ	STP/CMAQ	LSR	CON-CAP	4,392				4,392			
00255	Oakland	Laurel Access to Mills, Maxwell Park and Seminary (LAMMPS) Streetscape	1-North	Local	2010 VRF	Disc-BP	Bike/Ped	CON-CAP	2,500		2,500					2,500
00256	Oakland	MacArthur Smart City Corridor Project, Phase I	1-North	Local	2014 MBB	TEP-46	LSR	Final Design (PS&E)	1,500			1,500				1,500
			1-North	Local	2014 MBB	TEP-46	LSR	CON-CAP	9,500				9,500			
00122	Oakland	Oakland Army Base Infrastructure Improvements - Truck Parking	1-North	Local	2014 MBB	TEP-26	Freight	CON-CAP	5,000	1,000	4,000					5,000

Alameda CTC Comprehensive Investment Plan								Programming and Allocations (\$ x 1,000)								
2018 Programming and Allocation Summary																
2018 CIP Five Year Programming and Two-Year Allocation Plan										Prior Allocations	Two-Year Allocation Plan					
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	Total Allocated (Thru 18-19)
00187	Oakland	Oakland Citywide Bike Parking Program, Phase 13	1-North	Local	TFCA	Prog Mgr	Bike/Ped	CON-CAP	100		100					100
00258	Oakland	Oakland LSR Paving Program	1-North	Federal	STP/CMAQ	LSR	LSR	PE/Env	734		734					734
			1-North	Federal	STP/CMAQ	LSR	LSR	CON-CAP	4,161			4,161				4,161
00259	Oakland	OakMob Transportation Demand Management (TDM)	1-North	Local	2014 MBB	TEP-45	Transit	O&M	215		215					215
00260	Piedmont	Oakland Avenue Improvements	1-North	Federal	STP/CMAQ	LSR	LSR	CON-CAP	168			168				168
00181	Pleasanton	Bernal Ave Park and Ride Lot	4-East	Local	2010 VRF	Disc-Transit	Transit	Final Design (PS&E)	136		136					136
			4-East	Local	2010 VRF	Disc-Transit	Transit	CON-CAP	776			776				776
			4-East	Local	TFCA	Prog Mgr	Transit	CON-CAP	189	189					189	
00261	Pleasanton	Hacienda PDA	4-East	Local	2000 MB	Disc-TCD	Transit	Planning / Scoping	100		100					100
00262	Pleasanton	Pavement Rehabilitation Hacienda Business Park	4-East	Federal	STP/CMAQ	LSR	LSR	CON-CAP	1,095				1,095			
00188	Pleasanton	Pleasanton Trip Reduction Program (FY 17/18 - 18/19)	4-East	Local	TFCA	Prog Mgr	Bike/Ped	O&M	130		130					130
00263	Pleasanton	Stoneridge at I-680 Interchange improvements	4-East	Local	2014 MBB	TEP-26	HWY	CON-CAP	5,200					5,200		
00268	Port of Oakland	Adeline Street Bridge Reconstruction	1-North	Local	2014 MBB	TEP-41	Freight	Planning / Scoping	50		50					50
00264	San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	2-Central	Local	2014 MBB	TEP-26	LSR	CON-CAP	1,821				1,821			
00190	San Leandro	LINKS Shuttle (FY 17/18 - 18/19)	2-Central	Local	TFCA	Prog Mgr	Transit	O&M	130	104	26					130
	San Leandro	LINKS Shuttle Operations	2-Central	Local	2014 MBB	TEP-45	Transit	O&M	1,020		220	200	200	200	200	420
00067	San Leandro	San Leandro Streets Rehabilitation	2-Central	Local	2014 MBB	TEP-26	LSR	CON-CAP	30,000	3,000	6,000	7,000	7,000	7,000		16,000
00265	San Leandro	Washington Avenue Rehabilitation	2-Central	Federal	STP/CMAQ	LSR	LSR	PE/Env	73			73				73
			2-Central	Federal	STP/CMAQ	LSR	LSR	CON-CAP	975				975			
00277	SSPTV	Volunteer Assisted Senior Transportation Program (FY 17/18 and FY 18/19)	Multiple	Local	2014 MBB	TEP-12	Paratransit	O&M	212		106	106				212
00266	Union City	Dyer Road Pavement Rehabilitation	3-South	Federal	STP/CMAQ	LSR	LSR	CON-CAP	872			872				872

Alameda CTC Comprehensive Investment Plan 2018 Programming and Allocation Summary 2018 CIP Five Year Programming and Two-Year Allocation Plan								Programming and Allocations (\$ x 1,000)								
										Prior Allocations	Two-Year Allocation Plan					
CIP ID	Sponsor	Project Title	PA	Funding Type	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior To FY2017-18 (April 2017)	FY2017-18	FY2018-19	FY2019-20	FY2020-21	FY2021-22	Total Allocated (Thru 18-19)
00191	Union City	Union City Boulevard Bike Lanes Phase 2	3-South	Local	2014 MBB	TEP-44	Bike/Ped	PE/Env	5		5					5
			3-South	Local	2014 MBB	TEP-44	Bike/Ped	Final Design (PS&E)	780		780				780	
			3-South	Local	2014 MBB	TEP-44	Bike/Ped	CON-CAP	5,779		5,779				5,779	
			3-South	Local	CMA-TIP	Other	Bike/Ped	CON-CAP	1,100		1,100				1,100	
			3-South	Local	TFCA	Prog Mgr.	Bike/Ped	CON-CAP	136		136				136	
00267	Union City	Bicycle and Pedestrian Master Plan Update	3-South	Local	2000 MB	Disc-BP	Bike/Ped	Planning / Scoping	150		150					150
								Totals	666,931	262,357	113,216	147,270	115,554	27,141	1,701	523,183

Notes

1. Conditional programming for City of Alameda's Seaplane Lagoon Ferry Terminal. Identified funds will be reprogrammed to other eligible projects if this project is funded through RM3.

2. City of Dublin's Dublin Boulevard - North Canyons Parkway Extension Project is being implemented in conjunction with Alameda CTC and the City of Livermore.

Total 2-year Allocations	\$ 260,486
Total 5-year Programming	\$ 404,882

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